DEPARTMENT OF DEFENSE



QUARTERLY READINESS REPORT TO THE CONGRESS

JULY - SEPTEMBER 1998

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PREFACE

Section 482, Title 10, United States Code provides for:

- "(a) Quarterly Reports Required--Not later than 30 days after the end of each calendar-year quarter, the Under Secretary of Defense (Personnel and Readiness) shall submit to Congress a report regarding military readiness. The report for a quarter shall contain the information required by subsections (b), (d), and (e).
- "(b) Readiness Problems and Remedial Actions.--Each report shall specifically describe--
- "(1) Each readiness problem and deficiency identified using the assessments considered under subsection (c);
 - "(2) Planned remedial actions; and
- "(3) The key indicators and other relevant information related to each identified problem and deficiency.
- "(c) Consideration of Readiness Assessments--The information required under subsection (b) to be included in the report for a quarter shall be based on readiness assessments that are provided during that quarter--
 - "(1) To any council, committee, or other body of the Dept of Defense--
 - "a That has responsibility for readiness oversight; and
 - " \underline{b} Whose membership includes at least one civilian officer in the Office of the Secretary of Defense at the level of Assistant Secretary of Defense or higher;
- "(2) By senior civilian and military officers of the military departments and the commanders of the unified and specified commands; and
- "(3) As part of any regularly established process of periodic readiness reviews for the Department of Defense as a whole.
- "(d) Comprehensive Readiness Indicators for Active Components.--Each report shall also include information regarding each of the Active Components of the Armed Forces (and an evaluation of such information) with respect to readiness indicators in the areas of personnel, training, and

logistics as laid out in the implementation plan submitted by the Secretary of Defense in February 1998.

- "(e) Unit Readiness Indicators--Each report shall also include information regarding the readiness of each Active Component unit of the Armed Forces at the battalion, squadron, or an equivalent level (or a higher level) that received a readiness rating of C-3 (or below) for any month of the calendar-year quarter covered by the report. With respect to each such unit, the report shall separately provide the following information:
 - "(1) The unit designation and level of organization.
- "(2) The overall readiness rating for the unit for the quarter and each month of the quarter.
- "(3) The resource area or areas (personnel, equipment and supplies on hand, equipment condition, or training) that adversely affected the unit's readiness rating for the quarter.
 - "(4) The reasons why the unit received a rating of C-3 (or below).
- "(f) Classification of Reports--A report under this section shall be submitted in unclassified form. To the extent the Under Secretary of Defense (Personnel and Readiness) determines necessary, the report may also be submitted in classified form."

EXECUTIVE SUMMARY

This report provides a review of current Service and joint military readiness during the third quarter of calendar year 1998 (CY 98/3). In addition, it addresses the readiness of the Armed Forces to conduct operations within a notional scenario unique to this quarter. It also includes special sections on Tempo, Recruiting and Retention, Year 2000 (Y2K) readiness assessments reported by the Services, as well as the initial reporting of expanded readiness indicators directed by Congress.

This quarter's readiness scenario started with current ongoing operations in all Areas of Responsibility (AORs), including the NATO-led Stabilization Force (SFOR) in Bosnia, then incorporated an outbreak of major theater warfare in Korea. The Joint Monthly Readiness Review (JMRR) found that for this scenario, major combat and key support forces are ready to meet assigned taskings.

A review of overall force readiness indicates that forward deployed and "first-to-fight" forces remain capable of executing the National Military Strategy of fighting two overlapping Major Theater Wars (MTWs). In general, overall unit readiness is satisfactory, although declines in readiness indicators in some segments of the force are a concern. In particular, the readiness of forces for the most stressing case (the 2nd MTW in a two MTW scenario) and our non-deployed forces is eroding. This is reflected in declining unit readiness ratings, mission capable rates, and equipment readiness resulting from aging equipment and parts shortages. It is also a result of manning and experience gaps resulting from recruiting and retention shortfalls. While the readiness decline is most visible in later deploying and non-deploying forces, some forward deployed and "first to fight" forces are also showing downward trends that require attention. Unit readiness trends are discussed in detail in Classified Annex A.

The assessment also highlighted the "joint readiness" concerns of the commanders in chief (CINCs) regarding their ability to effectively synchronize and use forces to meet theater and national objectives. The assessment re-emphasized seven previously identified areas of strategic concern and identified a new eighth concern. These concerns include the ability to quickly disengage from ongoing contingency operations, mobility shortfalls, logistics/sustainment shortfalls, C4 and ISR deficiencies, terrorist and WMD challenges, and the new strategic concern of information vulnerabilities. Of the identified readiness deficiencies, approximately 70 percent are "capability" related, reflecting a lack of resources to meet established mission requirements, while 30 percent are "readiness" deficiencies that reflect a degradation in ability due to shortfalls in equipment condition or training. See Classified Annex A for more details of these concerns.

The Department of Defense continues to face a growing challenge in balancing the competing demands of maintaining current readiness while supporting a costly infrastructure and ensuring our future readiness through acquiring sufficient numbers of modern weapon systems and equipment. To buttress our current readiness posture, Congress recently approved an increase to FY 1999 readiness accounts of over \$1 billion. This increase will be used to alleviate shortfalls in spare parts, depot maintenance, and recruiting, as well as numerous other readiness concerns. We are also working closely with our military Services and the Office of Management and Budget to address all the critical current and future readiness issues in the FY 2000 budget.

We continue to improve our ability to assess and report on the readiness of the US armed forces. Both the JMRR and the Senior Readiness Oversight Council (SROC) reviews continue to improve in assessing and reporting readiness data. For example, new readiness data in this report includes Service data briefed to the SROC on the status of Y2K readiness programs, assuring senior leadership that we are effectively preparing for that event. Lastly, we have also included the trend data on readiness indicators as presented in DOD's Implementation Plan prepared for Sec 482 of title 10 as directed in the 1998 Defense Authorization Act (See Annex B).

Other Trends This Quarter

- Recruitment and retention are becoming more difficult and costly due to continuation of robust economy, high tempo, and pay and benefit concerns.
- High tempo in all Services, especially Air Force and Army, remains a significant concern, although steps to monitor and manage tempo have been taken.
- Marine Corps retains high current readiness, but at the expense of investment in future readiness through modernization.
- Earlier "targeted" funding in FY 98 budget is having some positive effect in critical areas such as engine maintenance and repair.

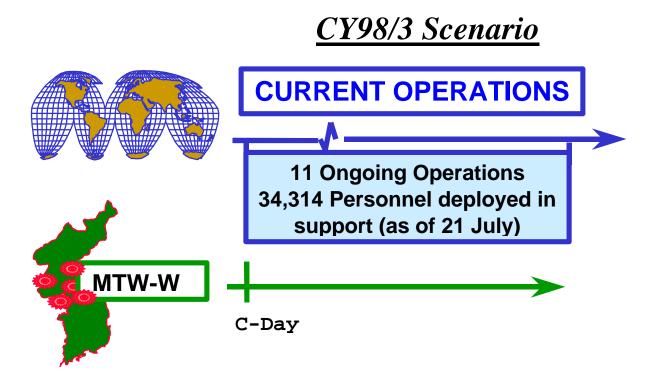
I. THE CY 98/3 READINESS REVIEW

This section summarizes readiness to meet the scenario during the period July through September 1998, as well as unit and joint readiness during the same period and forecast for the next 12 months.

Readiness to Meet a Specific Scenario

Scenario for the Third Quarter in Calendar Year 1998 (CY 98/3):

This quarter's scenario reflects the cumulative impact of ongoing operations (including SFOR), and a major theater war in Korea.



Scenario assumptions included:

- Real world requirements as of 15 June 1998.
- NCA declares a national emergency on C-day.
- JSCP and OPLAN planning timelines used.

C-DAY = MOVEMENT FROM POINT OF ORIGIN BEGINS

Scenario Unit Assessment: For this quarter's scenario, most major combat and key support forces are ready to meet assigned missions. However, the pace of contingency operations continues to stress the readiness of certain segments of the force. Lower unit readiness, due to key personnel shortages, such as mechanics and pilots, and shortages of spare parts for our equipment, is a significant and growing concern.

Scenario Joint Assessment: While our forces remain capable of executing the 2 MTW strategy, mobility shortfalls continue to impact MTW closure. In addition, logistics shortfalls, C4 and ISR deficiencies, and terrorist and weapons of mass destruction (WMD) challenges add to MTW risk and are strategic concerns. Continuous monitoring of LD/HD (low density, high demand; i.e. units small in number but frequently deployed) assets in compliance with the Global Military Force Policy (GMFP) enables us to get the most efficient use from these specialized forces while controlling their tempo.

Unit Readiness

Current Unit Readiness: Forward deployed and "first-to-fight" unit readiness maintains the capability to execute the National Military Strategy. However, we are experiencing declines in several readiness indicators. The Army's personnel strength, the Navy's officer retention rates and surface ship enlisted personnel strength, and the Air Force's rated officer strength are experiencing shortfalls due to recruiting and retention problems. Shortages of personnel and ongoing contingency operations have lead to training deficiencies in the Army, Navy, Air Force, and USSOCOM. The Navy, Marine Corps, Air Force, and USSOCOM are experiencing equipment readiness problems resulting from aging equipment and parts shortages. We continue to closely monitor LD/HD assets (e.g., AWACS, U-2, EA-6B, and special operations forces).

Unit Readiness Trends: Each Service table in the following series displays current and forecast unit readiness levels. Across the Services, current readiness indicators show areas of concern. Most are not projected to improve within the next 12 months. In the following tables, four components of current unit readiness--personnel, equipment, training, and enablers--are reported by each Service and USSOCOM as green for good, yellow for concern, and red for unsatisfactory. Although there are slight differences between the Services in what are considered enablers, in general they are critical units or capabilities essential to support joint operations (e.g., critical combat support (CS) and combat service support (CSS) units, supplies, etc.). Projected trends are shown with arrows. An upward arrow indicates an ongoing or projected improvement, a horizontal arrow indicates stability (conditions are getting neither better nor worse), and a downward arrow depicts ongoing or projected deterioration.

Readiness Trends by Service

ARMY C	urrent	+12 mc	Comments
PERSONNEL		K	ARMY PERSONNEL READINESS CHALLENGES INCLUDE: MATCHING FORCE STRUCTURE TO END STRENGTH AND INVENTORY, MEETING GOALS IN AN INCREASINGLY DIFFICULT RECRUITING ENVIRONMENT, SUSTAINING RETENTION SUCCESS, EXECUTING MORE MISSIONS WITH A SMALLER BASE, REDUCING UNCERTAINTY, AND IMPROVING QUALITY OF LIFE.
EQUIPMENT		→	REMAINS STRONG OVERALL - CONCERNED ABOUT AGING EQUIPMENT. SOLDIERS ARE WORKING HARDER TO MAINTAIN.
TRAINING		X	PERSONNEL SHORTAGES IMPACTING TRAINING READINESS RATES. OPTEMPO FUND MIGRATION RESTRICTING BATTALION-LEVEL AND ABOVE TRAINING. CONTINGENCY OPERATIONS IMPACT ON COLLECTIVE UNIT READINESS FOR DEPLOYED UNITS. CROSS-LEVELING TO MEET DEPLOYMENT STANDARDS HAS A NEGATIVE IMPACT ON UNITS LEFT BEHIND.
ENABLERS		1	FILL OF PRE-POSITION SETS CONTINUES TO PROGRESS, AND ONGOING DELIVERY OF LMSRs IS GREATLY IMPROVING THE PREPO AFLOAT CAPABILITY. 91 PERCENT OF PRE-POSITIONED MANEUVER BATTALIONS IN PLACE. WORKING AWRSI ISSUE.

The Army is seeing a reduced ability to train and sustain the force as current operations continue at a high pace. It has become more costly to recruit and retain quality personnel. Training, modernization, base operations, and real property maintenance all suffer from a shortage of funds.

NAVY C	urrent	+12 mc	Comments
PERSONNEL		X	RETIREMENT AND PAY GAP CONCERNS. 25 PERCENT REDUCTION IN INSPECTIONS AND ASSIST VISITS TO REDUCE PERSTEMPO.
EQUIPMENT		~	IMPACT OF NON-FLYABLE NON-DEPLOYED AIRCRAFT DUE TO ENGINE SHORTFALLS. RECOVERY EXPECTED BY END OF FY99.
TRAINING		×	IMPACT OF NON-FLYABLE NON-DEPLOYED AIRCRAFT DUE TO ENGINES. LONGER RECOVERY EXPECTED.
ENABLERS		×	TEMPO CONCERNS.

Navy readiness remains lower in the personnel resource area due to recruiting and retention shortfalls. We project there will be a significant shortfall of mid-grade officers (aviation, surface, subsurface and special warfare) unless retention improves. The Navy has increased recruiting resources, but pay and retirement benefits are the major issues contributing to current and future shortfalls.

The material condition of deployed aircraft has improved somewhat in FY 1998. However, the improvement appears to be at the expense of non-deployed aircraft (currently below the desired level). The Navy has applied funding to help this area but it will take time to correct. Due to recent engine reliability developments, we expect non-deployed material condition to decline for a substantial portion of FY 1999. This will also degrade non-deployed training. While we expect to resolve the engine issue and recover by the end of the fiscal year, training will take a bit more time.

PERSTEMPO and OPTEMPO guidelines have been increasingly stressed. The effect is magnified on our low density/high demand units. Some of these assets, for example the EA-6B squadrons, are being driven harder and, therefore, we have concerns over our ability to retain these sailors. The Navy is projecting this decline in retention to continue through next year.

MARINE CORPS	Current	+12 m	o Comments
PERSONNEL		→	INFANTRY BATTALION UNIT COHESION PROGRAM PRODUCING RESULTS
EQUIPMENT		→	GROUND EQUIPMENT READINESS REMAINS HIGH. AGE INCREASING MAINTENANCE HOURS; PARTS COSTS CONTINUE TO RISE
TRAINING		→	AVIATION: NEW AIRCREW TRAINING GROUND: ON TRACK WITH CYCLES
ENABLERS		-	MPSRON-3: SHIPS ROTATING THROUGH MAINTENANCE CYCLE MV WILLIAMS AT BLOUNT ISLAND, FL

While current readiness is not a major problem for the Marine Corps, maintaining this readiness is becoming increasingly expensive and comes at the expense of modernization, base infrastructure, and quality of life accounts. These tradeoffs make procurement of modern weapon systems the most critical readiness challenge for the Marine Corps. Likewise, funding shortfalls in base infrastructure accounts have caused the facility replacement cycle to now approach 200 years, and the backlog of facility maintenance to increase to \$1 billion by FY 2003.

AIR FORCE Current +12 mo Comments

PERSONNEL	X	Overall Officer and 2nd term enlisted retention trend is a concern. The pilot retention trend is unsatisfactory. High tempo continues to affect quality of life in many specialties. AF is taking stepsworking with joint commanders to reduce short-notice deployments; SWA flying unit deployments now 45 days; Unit stand downs after long deployments; reduced unit inspections and competitions; increased pilot training output. Recent SWA drawdown may provide some relief down the road.
EQUIPMENT	→	Continued use of "bare base" assets for ongoing operations severely impacts availability for MTW. Mission capable rates are down but beginning to stabilize. Spare engine levels are improving but still below requirements for several units/aircraft types. AF is aggressively engaging engine and other equipment shortfalls with increased inspections and spares funding.
TRAINING	1	Units are experiencing training deficiencies caused by deployments to Southwest Asia. SWA drawdown will help improve this situation once redeploying units are able to accomplish normal training.
ENABLERS	→	High demand for LD/HD assets requires careful tempo management to sustain readiness. GMFP allows for surges in LD/HD assets, but only for a limited time. In the past, some assets exceeded that time. Today all systems are at or below steady state GMFP deployment limits. However, we are carefully reviewing previous assumptions for steady state deployment levels; they may have been optimistic. We may also include other assets under the GMFP umbrella.

Air Force front-line units' readiness and capability is high (Bosnia, SWA, Korea), but the Air Force is concerned with declining readiness over the entire force. Leadership and management are working hard to reverse the trend. Tempo remains the biggest concern. Combat aircraft systems receiving specific management attention due to high Tempo have gone from 4 to 22 since FY 1996. The Air Force Reserve Components are volunteering at significantly high levels and sharing a significant part of the load.

Budget constraints are driving competition for resources among readiness, modernization, and Quality of Life (QOL) accounts. The Air Force has also noted frustration levels growing in the field and the idea of "working harder and smarter" is not fixing the problem.

Retention is directly affected by tempo and related issues. Surveys indicate Air Force personnel are being pushed out by high tempo, lack of on the job resources, compensation, perceptions about benefits, and family QOL. In addition, people are pulled out by good civilian jobs with better pay and benefits in a robust economy. Specific retention data includes:

- -- Pilots retention rate: down 41 percent, FY 1995 to FY 1998/3
- -- Bonus takers (Aviation Continuation Pay): take rate down 55 percent, FY 1994 to FY 1998
- -- FY 1998 long-term bonus-accept rate, as of 30 September 1998, is currently 26 percent

- -- Airline hiring demand exceeds eligible military pilots through at least 2003
- -- Enlisted second term retention 69 percent for FY 1998 (as of 31 August 1998), below AF goal of 75 percent; down 13 percent since FY 1993 (82%), resulting in a loss of NCO experience and leadership.

The Air Force has many positive initiatives to improve readiness. Weapon system spares funding has been stabilized by targeting funding to critical areas such as engines. Tempo has been eased by reducing the number of personnel deployed to Southwest Asia; cuts in exercises, competitions, and inspections; spreading taskings (global sourcing); increasing crew ratios or aircraft for problem systems (HC-130, RC-135); standing down after deployments; increasing pilot production; and not filling staff positions to support line units. Retention initiatives include increasing compensation for both pilots and critical enlisted skills. The Air Force is also addressing QOL issues through increased funding for childcare, family housing and dormitories, and improving care for families of deployed personnel. QOL investments are seen as total force retention initiatives. Senior Air Force leaders are continuing to look for additional initiatives to improve readiness and supportability of our force.

SOCOM	Jurrent	+12 mo	Comments
PERSONNEL		-	AFSOC: Shortage of critical specialties. Projected to rise by October 1998. USASOC: Shortage of RC Psychological Operations (PSYOPs) and Civil Affairs (CA) personnel. PSYOPs reserve will remain below requirements for the next 12 months.
EQUIPMENT		→	AFSOC: Short of readiness spares package (RSP) for MC-130E/H/P and MH-53. USASOC: Fielding of new loudspeakers pending in PSYOPs (RC).
TRAINING		1	AFSOC: Shortage of trained Intel personnel to support SOF aviation mission. NAVSPECWARCOM: Lack specified training for Intel personnel.
ENABLERS (AT/FP)		1	Shortage of NBC personnel protection and detection equipment. Lack of deployable point/perimeter detection systems. Improving over the next 12 months with regional CINC/SOCs identifying mission equipment requirements.

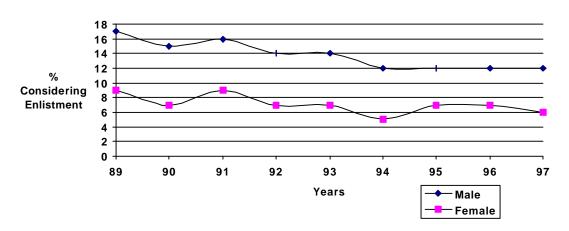
<u>Tempo</u>

Minimizing the strain of high tempo is important to us, as the effects often wear most heavily on our most critical resource, our people. Traditionally, the Navy and Marine Corps have had high tempo rates and are structured accordingly--having few tempo-related issues, although there are exceptions. Some elements of the Army have experienced a relatively high tempo over the past several years, continuing in this quarter as a

result of ongoing overseas commitments (e.g., SFOR). This tempo problem is exacerbated by training requirements on both ends of a 180-day unit deployment. The highest tempo challenges are within the Air Force, which are a result of a high number of sustained overseas commitments coupled with force downsizing, has had the most dramatic rise in tempo of all the Services. Appendix AT details the tempo management process and latest reporting data for each of the Services.

Recruiting and Retention

All the Services are facing challenges in recruiting and retention. A robust US economy and a sustained high OPTEMPO drive these challenges. Record low unemployment and a growing economy have resulted in a lower propensity for young people to enlist in the military. Those same factors, combined with quality of life issues, are leading larger than normal numbers of personnel to leave the military for civilian jobs, especially in the aviation and technical skills areas.



16-21 Year-Old Propensity to Enlist

Despite these challenges, the Services have generally been maintaining their overall personnel strength, albeit with increased costs in the areas of advertising, numbers of recruiters, and bonuses, except in some selected skills. However, except for the Marine Corps, the Services have recently begun to experience a decline in personnel readiness levels despite their increased efforts to recruit and retain personnel.

The Navy is below its FY 1998 recruiting goals, projecting an accession shortfall of 7000 personnel. While the Army and Air Force have managed to meet their FY 1998 recruiting goals, it has been accomplished at the expense of the Delayed Entry Program (DEP) and with concern for the quality of today's initial entry recruits. They are taking aggressive steps to address the shortfalls, such as increasing the number of recruiters, increasing advertising funding, and enhancing enlistment incentive programs. Although the average cost to recruit one person into the military

has doubled, the decline in recruiting trends has not been arrested. The Marine Corps is also concerned about future recruiting prospects driven by reduced propensity to enlist, the strong economy, historically low levels of unemployment, and the cost of advertising.

In addition to recruiting problems, the Services' overall retention rates have also shown a serious decline during the past quarter. Retention rates for all the Services except the Marine Corps are below the levels required to maintain end strength and readiness goals. The Army is experiencing shortages of key leadership personnel to include captains, majors, and NCOs, as well as shortages in critical skills to support the warfight, such as Apache helicopter pilots, mechanics, and medical and intelligence specialists. The Navy is over 14,000 personnel short in at-sea manning, mostly in junior pay grades. The Air Force is projecting a shortage of pilots, including the Guard and Reserve, of over 3200 by FY 2002. These shortages are now showing up as decreases in unit readiness levels. While the primary means of combating these retention challenges have included reviewing and retargeting reenlistment incentive bonus programs, taking steps to improve advancement opportunities, and continuing initiatives to address QOL issues, additional measures will have to be taken to stem the flow of personnel out of the military.

Personnel readiness trends can be seen in the classified section of this report as part of the expanded readiness indicators.

YEAR 2000 (Y2K) Status

This quarter, the SROC addressed Y2K implications on readiness. The focus was on the readiness implications of Y2K on weapons systems, and the potential impact on the military's warfighting capability. The Services and Defense Information Systems Agency (DISA) all reported their Y2K processes were on schedule, their systems and interfaces testing and certification for Y2K compliance was near completion, and that they were ready to execute an extensive joint exercise and evaluation schedule during FY 1999. None of the Services expects to encounter any serious Y2K impacts on mission capability, especially in mission critical (MC) systems. Contingency plans are ready to manage any impacts identified during the final phases of testing.

DOD has had a Y2K review process underway since 1996. That process includes six phases that involve:

Phase 1. Awareness: in which personnel were educated, systems inventoried, mission critical systems identified, and strategies developed. (Completed December 1996)

- Phase 2. Assessment: systems analyzed for Y2K compliance, prioritized for renovation, entered in a tracking database, and electronic interfaces defined. (Completed June 1997)
- Phase 3. Renovations: repairs were implemented, interface changes coordinated, and risk analysis and contingency plans developed. (Completed June 1998 for MC systems and September 1998 for non-mission critical (NMC) systems)
- Phase 4. Validation: unit, integration and system testing; acceptance testing and certification; return to renovation phase, if needed; and contingency plans updated. (Completed September 1998 for MC and to be completed January 1999 for NMC)
- Phase 5. Implementation: final risk analyses and firm contingency strategies completed, tests completed, all interfaces Y2K compliant, Y2K fixes fully promulgated, systems successfully integrated and operational. (To be completed December 1998 for MC and March 1999 for NMC)
- Phase 6. Operational Evaluation: evaluation of military forces to accomplish CINC missions and selected CINC tasks, full integration of "systems of systems," capture of lessons learned, execution of contingency plans, if necessary. (To be completed December 1999)

Joint Readiness Strategic Concerns

How Strategic Concerns are Derived: The process is initiated with deficiency reports provided by the CINCs during the JMRR process. We presently have 118 deficiencies (30 percent readiness deficiencies reflecting degradation of ability due to poor condition or lack of training, and 70 percent capabilities deficiencies reflecting a lack of resources to meet established mission requirements) that are being worked or monitored. These CINC-reported deficiencies are then grouped into "elements of concern," or tactical-level groupings of related items. These "elements of concern" are then categorized into strategic-level groupings that represent overriding readiness issues or strategic concerns. (See an explanation of this process and our new prioritization process in the Classified Annex) Service deficiencies also feed into these strategic groupings and, generally, have a longer-term focus than CINC-identified deficiencies.

Current Joint Readiness: Although overall unit readiness indicates our Armed Forces remain capable of executing the National Military Strategy, there are eight areas of strategic concern for joint readiness, including a new one identified this quarter. The areas are: ongoing contingency operations, ability to quickly disengage from ongoing operations, mobility shortfalls, logistics/sustainment shortfalls, C4 and ISR deficiencies, terrorist and WMD challenges, and the new strategic concern of information

vulnerabilities. These strategic concerns are discussed in the Classified Annex.

Readiness to Execute the Full Range of the National Military Strategy

A classified risk assessment is included in the Classified Annex A to this report.

II. SUMMARY

This quarter's readiness scenario started with current operations in all AORs (including SFOR) followed by a major theater war in Korea. Most major combat and key support forces are ready to meet assigned taskings for that scenario. A review of overall force readiness confirms that America's Armed Forces remain capable of executing the National Military Strategy. Overall unit readiness is satisfactory in most cases, although continuing declines in readiness indicators are a concern. The Services have already taken active measures to address these issues, but concerns about personnel shortages and aging equipment require more attention and resources. The Services continue to face a growing challenge in their struggle to balance resources to meet the competing demands of personnel, current readiness, infrastructure, and modernization. Although readiness has been given priority at the expense of other areas, it continues a gradual decline while the other areas are still underfunded. Keeping our current readiness posture sharp while preparing for tomorrow's challenges will require increased attention and resources. The Classified Annex provides a comprehensive readiness risk assessment.

GLOSSARY

The following is a list of acronyms and abbreviations that are used within the Quarterly Readiness Report to Congress

AC Active component ACOM Atlantic Command

AFSOC Air Force Special Operations Command

ALFT airlift

AOR area of responsibility
ARC Air Reserve Components
ARG Amphibious Ready Group
ARL Airborne Reconnaissance Low
AWRSI Army war reserve secondary item

BDE brigade

C-Day force movement begins

C4 command, control, communications, and computers

CENTCOM Central Command

CFC Combined Forces Command

CINC commander in chief of a unified command

COMM communications

CRAF Civil Reserve Air Fleet
CSA Combat Support Agency
CVBG carrier battle group
D-Day operations begin

DEPSECDEF Deputy Secretary of Defense

DEPTEMPO deployment tempo

DIA Defense Intelligence Agency DOD Department of Defense

DSCS defense satellite communications system

EOH equipment on hand EUCOM European Command

FY fiscal year

FYDP future years defense program GMFP Global Military Force Policy

GSORTS Global Status of Resources and Training System

I-Day intelligence indicators are recognized

IFOR implementation force

ISR intelligence/surveillance/reconnaissance

JMCIS Joint Maritime Command Information System

JMRR Joint Monthly Readiness Review

JROC Joint Requirements Oversight Council JWCA Joint Warfighting Capability Assessment

LD/HD low density, high demand

MASINT Measurement and Signature Intelligence

MEU(SOC) Marine expeditionary unit, special operations capable

MHE materiel handling equipment military satellite communications

MPA manpower authorization

MPSRON Maritime pre-positioned ship squadron

MTW major theater war MV motorized vessel

NATO North Atlantic Treaty Organization

NBC nuclear, biological, chemical NCO non-commissioned officer

NEO non-combatant evacuation operations

NORAD North American Aerospace Defense Command

NMS National Military Strategy OOTW operations other than war

Ops operations

OPTEMPO operations tempo

OSD Office of the Secretary of Defense

PACAF Pacific Air Forces
PACOM Pacific Command
PERSTEMPO personnel tempo

POL petroleum, oil, and lubricants POM program objective memorandum

PREPO prepositioned equipment

PSRC Presidential Selective Reserve Callup

QDR Quadrennial Defense Review

QRRC Quarterly Readiness Report to Congress

RC reserve component RECCE reconnaissance

SATCOM satellite communications SECDEF Secretary of Defense

SETAF Southern European Task Force

SFOR stabilization force

SIOP Single Integrated Operations Plan

SOF special operations forces

SORTS Status of Resources and Training System

SOUTHCOM Southern Command

SROC Senior Readiness Oversight Council

SSC small scale contingency

SWA southwest Asia

TAA Total Army Assessment

THREATCON threat condition level of normal, alpha, bravo, charlie, or delta

UAV Unmanned Aerial Vehicle UHF ultra-high frequency

USFK United States Forces Korea WMD Weapons of Mass Destruction

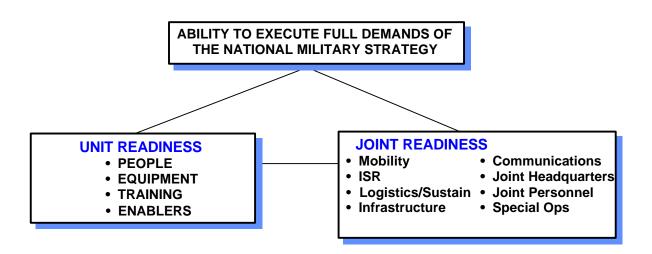
I. THE READINESS ASSESSMENT PROCESS

Traditionally, the Department of Defense viewed readiness from a unit perspective--readiness of individual units of the Military Services to do their designed missions. Today, the Nation's global strategy calls for a readiness perspective that encompasses more than an aggregation of individual unit readiness. In the fall of 1994, the Department of Defense established a process to assess readiness across geographic regions vital to national interests.

This new view of readiness required a joint perspective. In addition to the readiness issues of the four Services, the readiness of the unified commands and the DOD CSA is key. Joint readiness focuses on the ability of the commanders in chief (CINCs) of the unified commands plus the Combined Forces Command and the North American Aerospace Defense Command to use forces provided from the Services and assets from five CSAs in accomplishing theater and national objectives. Joint readiness is assessed in eight functional areas:

- Mobility
- Logistics/Sustainment
- Infrastructure
- Joint Personnel
- Communications
- Special Operations
- · Joint Headquarters
- Intelligence/Surveillance/Reconnaissance (ISR)

In other words, these functional areas are critical to each CINC's task of integrating and synchronizing individual units into an effective joint team. They enable the CINC to most effectively use the forces he is provided. With worldwide interests and challenges, the United States must be able to engage in virtually every region of the globe and maintain the capability to deal with more than one major contingency at a time. Readiness to execute the full range of the national military strategy depends on maintaining high states of unit and joint readiness.



The central component of the DOD readiness assessment process is the **JMRR.** This review incorporates inputs from the Services, CINCs, and CSAs. Five CSAs--Defense Intelligence Agency, Defense Logistics Agency, Defense Information Systems Agency, National Imagery and Mapping Agency, and the National Security Agency--make unique and critical contributions to combat readiness and operations. The JMRR provides the Chairman of the Joint Chiefs of Staff a current and broad assessment of the military's readiness to execute the full range of the national military strategy, including peacetime engagement, deterrence and conflict prevention, and winning the Nation's wars.

Reports provide assessments of current readiness and projected readiness over the next 12 months. In addition, the Joint Staff specifies a warfighting scenario each quarter to ensure a robust assessment of the military's most demanding missions.

National Military Strategy
Criteria

Assessment

Shape Strategic Environment

Prepare for Uncertain Future.

Full Spectrum Crisis Response

<u>Current</u> requirements/ missions

Forecast requirements/missions over next 12 months

Warfighting <u>Scenario</u>

The JMRR is conducted on a 3-month cycle:

Full JMRR	Oct	Jan	Apr	Jul
By Exception	Nov	Feb	May	Aug
By Exception and Feedback	Dec	Mar	Jun	Sep
Deficiency Review		Feb		Aug

The "Full JMRR," the most extensive review, is conducted in October, January, April, and July. During JMRR meetings, the Services report on major combat units and critical support capabilities. Service reports show (1) the status of unit resources and training, (2) which units are engaged in ongoing operations, and (3) which units would engage in the warfighting scenario. In addition, each Service reports trends for the key components of unit readiness--people, equipment, training, and enablers.

Unified commands and CSAs report on each relevant joint functional area as listed earlier. The reports assess the readiness of these key components of the US military structure to meet current, projected, and scenario requirements.

By integrating the Service, unified command, and CSA reports, we reach an overall picture of current readiness. It is important to note that some elements of these assessments are, by nature, subjective. The key element of any readiness assessment must always be the commander's judgment. However, because objective information is required to fix readiness problems, the process requires a detailed explanation of reported concerns.

During the second month of the cycle, the staffs work issues reported in the full JMRR. To maintain a monthly focus, a "By-Exception" JMRR report is submitted during the second month if required or directed. This report highlights significant readiness changes that may have occurred since the "full JMRR."

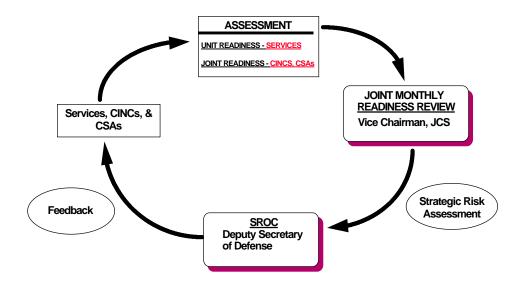
The "Feedback" JMRR is conducted in the third month of the cycle, in conjunction with a "By-Exception" JMRR. During the "feedback" JMRR, the Joint Staff directors address actions that have taken place in their respective functional areas to remedy CINC and CSA issues.

The **Deficiency Reviews** are a recent addition to the process, used to focus attention on the most important issues. CINCs revalidate and prioritize each of their reported deficiencies and the Joint Staff reviews every deficiency for warfighting importance and working status.

Issues are categorized in two ways. Readiness issues reflect an inability of existing forces to fully perform their functions. Capability issues at the theater or national level reflect shortfalls driven by the strategy. Each concern is addressed. In some cases, a near-term fix is identified and implemented. In other cases, the solution is best addressed through programmatic action. In some cases, the only option available is to just recognize that there is a problem and accept the resulting risk.

It is important to note that the JMRR process focuses on identifying near-term readiness issues (within the next 2-year period) and on finding and implementing solutions. For longer-term readiness issues, the Joint Staff analyzes future capability requirements through the Joint Warfighting Capability Assessment (JWCA) and the Joint Requirements Oversight Council (JROC) process. This report and subsequent quarterly readiness reports will address only near-term readiness issues and fixes. Near-term readiness is the focus of the readiness system established by the Chairman of the Joint Chiefs of Staff.

To provide civilian oversight, significant issues raised through the JMRR process are used to make a monthly risk assessment that is reported to the Senior Readiness Oversight Council (SROC), chaired by the Deputy Secretary of Defense. The SROC brings the Service Chiefs, Under Secretaries of Defense, Under Secretaries of the Military Departments, and the Vice Chairman of the Joint Chiefs of Staff together for a monthly forum to review current readiness. At each meeting of the SROC, the Service Chiefs provide a current and forecast assessment of their respective units. A Joint Readiness assessment is provided by the Vice Chairman of the Joint Chiefs of Staff. Finally, the Vice Chairman presents an overall assessment of the readiness of the Armed Forces to fight and meet the full range of the national military strategy. The Quarterly Readiness Report to Congress (QRRC) is based on assessments provided to the SROC.

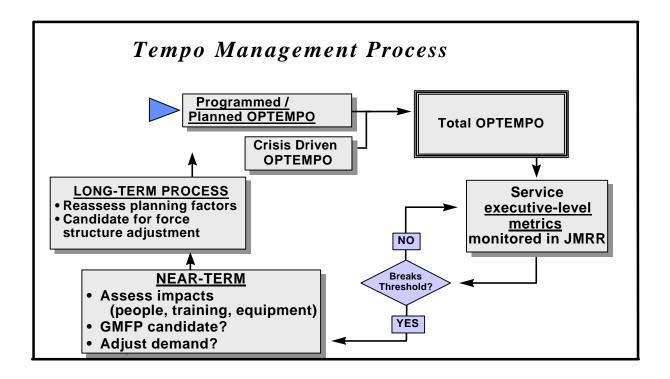


II. TEMPO

In recognition of the need to more closely monitor tempo (the pace of peacetime operations) across the force the Joint Staff, in coordination with the Services and USSOCOM, has initiated a tempo management process. We have worked closely with the Services and CINCs to increase understanding of tempo issues, reach consensus on a management approach, and build a comprehensive GMFP-like management process.

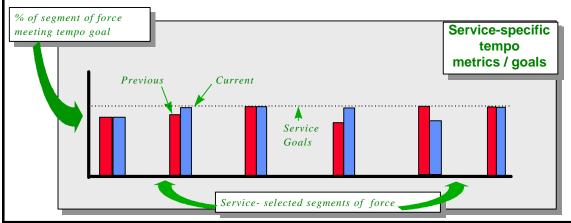
Due to the uniqueness of Service equipment, organization, operational concepts and methods of managing tempo, it was necessary to use Service specific measurement categories, metrics, and thresholds.

The first of the following tempo slides depicts the tempo management process we have put in place. The tempo drivers are combined to derive total tempo for each Service. This total tempo is then compared to each Service's executive-level threshold metric, using the template displayed in the second tempo slide, and is briefed in the JMRR and the SROC. Any portions of the force that exceed the threshold are evaluated to determine causes, assess impact to the force, and determine possible near-term means of alleviating tempo. Long-term solutions are later considered for implementation and become future input to the process.



Tempo Metrics

- Services used this template to assess tempo
 - Service-specific segments of the force identified
 - Tempo metrics / goals included on slide
 - Segments of the force which do not meet goals become candidates for FB JMRR and SROC



Army Tempo: The Army measures DepTempo by monitoring the amount of time soldiers/units spend away from their bunks for any reason. Fifty-eight of 1462 units are projected to exceed the 180 day per year deployed threshold, largely due to deployments to Bosnia. The Bosnia mission requires units to acquire predeployment training before entering the arena. Upon completing their 180-day mission, units are then required to obtain additional training in preparing to meet their war time mission requirements.

ARMY DEPTEMPO (OCT 97 - SEP 98)

UNITS EXCEEDING OR PROJECTED TO EXCEED DEPTEMPO GREATER THAN 120 DAYS PER YEAR

167

UNITS EXCEEDING OR PROJECTED TO EXCEED DEPTEMPO GREATER THAN 180 DAYS PER YEAR

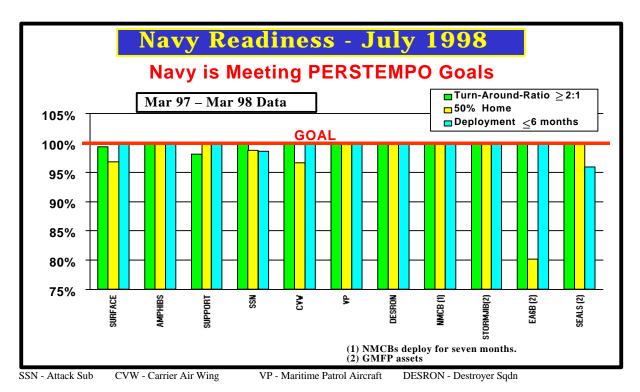
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THERE ARE 1,462 "AA" REPORTING UNITS

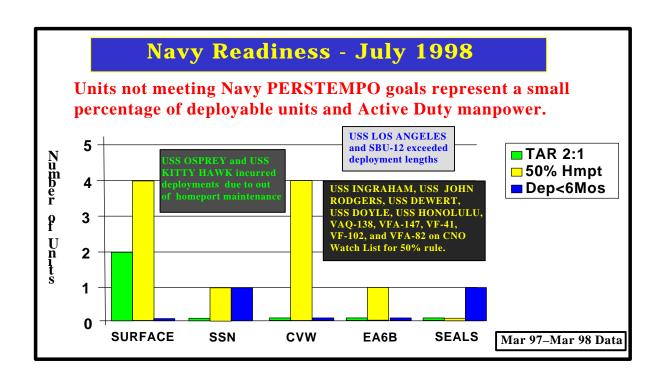
ARMY HIGH DEPTEMPO PROFILE (OCT 97 - SEP 98)

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21 UNITS EXCEEDING, 37 UNITS PROJECTED TO EXCEED 180 DAYS DEPTEMPO PER YEAR				H/159 AV BN 1-501 AVN 41st MED HSP 1-327 IN (AASLT) 1-325 IN (ABN) 2-504 IN (ABN) 2d ACR (6 units) HIC, AVN BDE 1st AR DIV 272 MWMT CNT CTR 43 MP DET 2-61 IN BN HHC, 1st AR DIV 385 SIG CO 501 MI BN D/158 AV BN	USAREUR USAREUR FORSCOM FORSCOM FORSCOM FORSCOM USAREUR USAREUR FORSCOM USAREUR USAREUR USAREUR USAREUR USAREUR	(BOSNIA) (BOSNIA) (BOSNIA) (MFO SINAI) (MFO SINAI) (RIYADH) (BOSNIA)

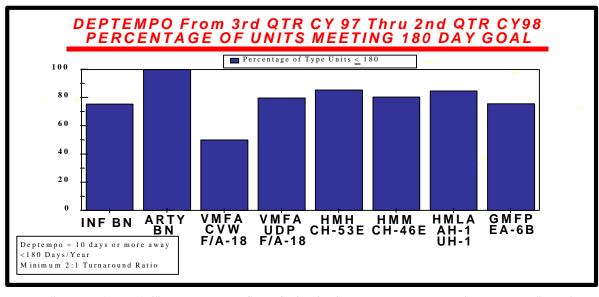
Navy Tempo: The Navy uses a combination metric to measure tempo. PersTempo is measured by determining the amount of time ships are deployed out of home port each year and then managing those deployments over a 3-year period (the normal Navy tour length). Units are expected to spend twice as long non-deployed as deployed (turn-around-ratio), at least 50 percent of their time in home port over a five year cycle, and not to be deployed more than 6 months at a time. Less than 1 percent of deployable units and 0.1 percent of active duty manpower exceed those thresholds.



NMCB - Seabees STORMJIB - Intel Collection Aircraft



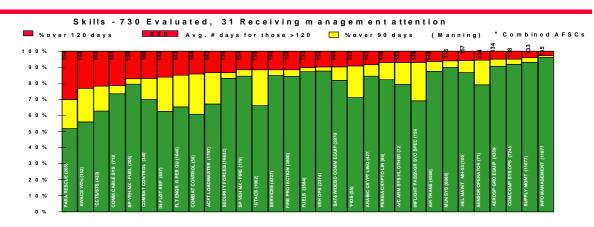
Marine Corps Tempo: The Marine Corps measures DepTempo by counting the days each unit is deployed for 10 consecutive days or more away from home station. The Marines a have a desired goal of no more than 180 days deployed per year per unit when looked at over a 36-month scheduling period. The period covered by the charts below details this process. The first chart displays the percentage of measured units that met the goal over the preceding 12 months. The second displays the actual numbers of units that did not meet the goal. These units conducted pre-deployment training and then deployed. As Marine Corps deployments are scheduled for 180 days, this coupled with pre-deployment training will naturally have units not meeting the goal. The impact of this past DepTempo is considered when scheduling for the forthcoming 24 months. Commanders ensure DepTempo control and balance by adjusting unit schedules as necessary. This allows a minimum of 12 months back and a minimum 2:1 turnaround time between deployments, although a 3:1 ratio is the desired goal.

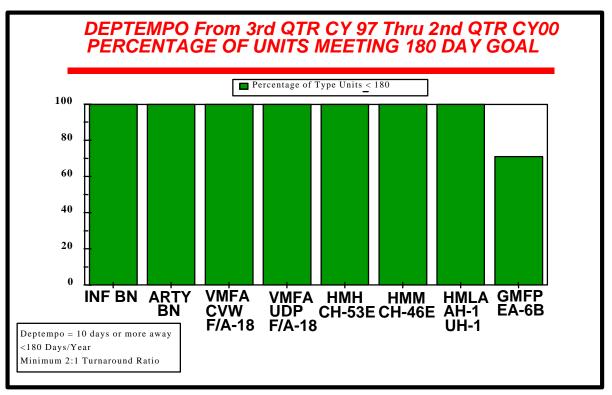


BN - Battalion INF - Infantry ARTY - Artillery VMFA - Aviation Sqdn CVW - Carrier Air Wing UDP -Land-based Air Wg HMH - Heavy Helo HMM - Medium Helo HMLA - Light Attack Helo

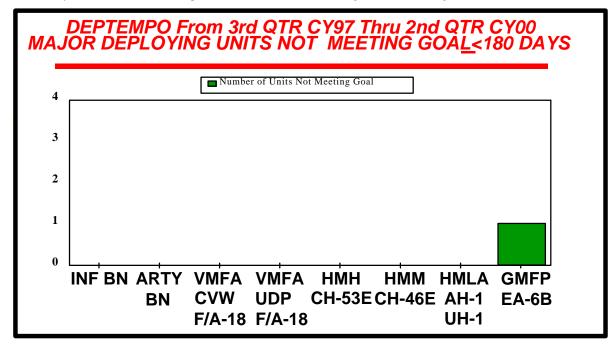
Air Force TEMPO

Air Force Tempo
1 Jun 97 - 31 May 98
AIR FORCE DESIRED MAXIMUM
120 DAYS OR LESS TDY IN 12 MONTHS

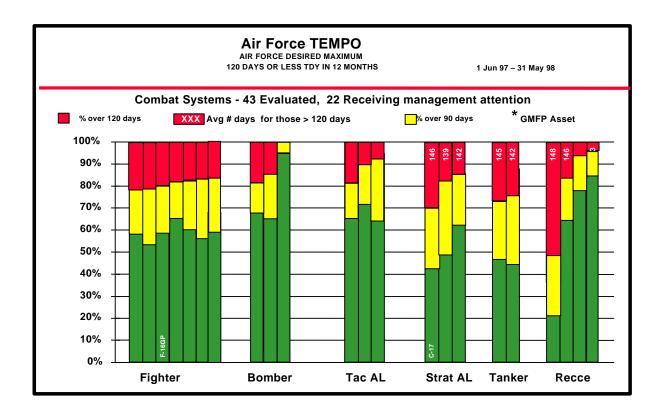


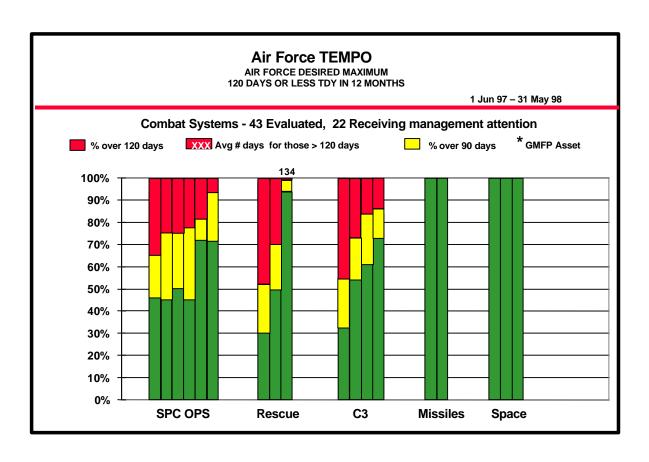


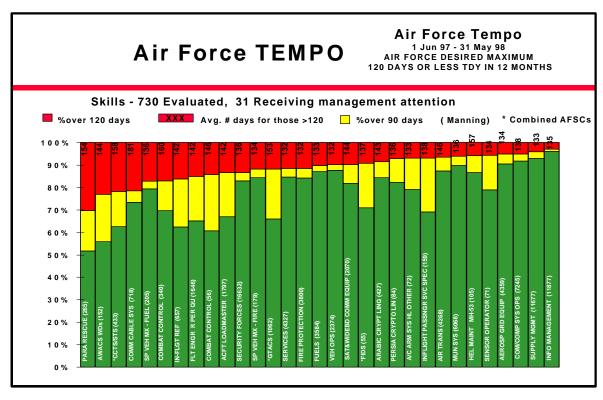
BN - Battalion ARTY - Artillery CVW - Carrier Air Wing HMH - Heavy Helo HMM - Medium Helo INF - Infantry VMFA - Aviation Sqdn UDP - Land-based Air Wg HMLA - Light Attack Helo



Air Force Tempo: The Air Force measures tempo by tracking the number of days individuals are away from their home station. They have established a desired maximum of 120 days TDY per year for their personnel. Their graphics show the percentage of personnel in each functional area who exceed the desired maximum and the average total amount of time for the past year that each individual over the maximum was deployed. A number of combat systems and personnel skills exceed the Air Force tempo goal due to the high number of operations they support. The Air Force has several initiatives underway to mitigate the effects of this tempo.







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P30 PERSONNEL SHORTAGENCO SENIOR(E-7 TO E-9) P31 PERSONNEL SHORTAGENCO STAFF(E-6 TO E-9) P32 PERSONNEL SHORTAGENCO STAFF(E-6 TO E-9) P33 PERSONNEL SHORTAGEOFFICER P34 PERSONNEL SHORTAGEOFFICER NAVAL FLIGHT P35 PERSONNEL SHORTAGE-O-1 TO 0-3 P35 PERSONNEL SHORTAGE-O-4 TO 0-6 P36 PERSONNEL SHORTAGE-PILOT P37 PERSONNEL SHORTAGEPILOT P38 PERSONNEL SHORTAGE-SIGNAL MOS P39 PERSONNEL SHORTAGE-SIGNAL MOS P39 PERSONNEL SHORTAGE-WARRANT OFFICER P40 SUBORDINATE ORGANIZATION DETACHED P41 PERSONNEL SHORTAGE-FUEL SHORTAGE P42 PERSONNEL SHORTAGE-VEHICLE MAINTENANCE P44 PERSONNEL SHORTAGE-VEHICLE MAINTENANCE P45 PERSONNEL SHORTAGE-AIRCRAFT SYSTEMS MAINTENANCE P46 PERSONNEL SHORTAGE-AVIONICS SYSTEMS MAINTENANCE P47 PERSONNEL SHORTAGE-OOMMUNICATIONS/ELECTRONICS MAINTENANCE P48 SKILL SHORTAGE-SECURITY POLICE P48 SKILL SHORTAGE-SECURITY POLICE P48 SKILL SHORTAGE-BEAPON SYSTEM CONVERSION P49 PERSONNEL SHORTAGE-AERIAL PORT P50 PERSONNEL SHORTAGE-FIREFIGHTERS P51 PERSONNEL SHORTAGE-FIREFIGHTERS P52 PERSONNEL SHORTAGE-CIVIL ENGINEERING P53 PERSONNEL SHORTAGE-CIVIL IAN P54 PERSONNEL SHORTAGE-ENLISTED AIRCREW	P28	PERSONNEL SHORTAGENCO(E-4 TO E-5)
P30 PERSONNEL SHORTAGENCO SENIOR(E-7 TO E-9) P31 PERSONNEL SHORTAGENCO STAFF(E-6 TO E-9) P32 PERSONNEL SHORTAGENCO STAFF(E-6 TO E-9) P33 PERSONNEL SHORTAGEOFFICER P34 PERSONNEL SHORTAGEOFFICER NAVAL FLIGHT P35 PERSONNEL SHORTAGE-O-1 TO 0-3 P35 PERSONNEL SHORTAGE-O-4 TO 0-6 P36 PERSONNEL SHORTAGE-PILOT P37 PERSONNEL SHORTAGEPILOT P38 PERSONNEL SHORTAGE-SIGNAL MOS P39 PERSONNEL SHORTAGE-SIGNAL MOS P39 PERSONNEL SHORTAGE-WARRANT OFFICER P40 SUBORDINATE ORGANIZATION DETACHED P41 PERSONNEL SHORTAGE-FUEL SHORTAGE P42 PERSONNEL SHORTAGE-VEHICLE MAINTENANCE P44 PERSONNEL SHORTAGE-VEHICLE MAINTENANCE P45 PERSONNEL SHORTAGE-AIRCRAFT SYSTEMS MAINTENANCE P46 PERSONNEL SHORTAGE-AVIONICS SYSTEMS MAINTENANCE P47 PERSONNEL SHORTAGE-OOMMUNICATIONS/ELECTRONICS MAINTENANCE P48 SKILL SHORTAGE-SECURITY POLICE P48 SKILL SHORTAGE-SECURITY POLICE P48 SKILL SHORTAGE-BEAPON SYSTEM CONVERSION P49 PERSONNEL SHORTAGE-AERIAL PORT P50 PERSONNEL SHORTAGE-FIREFIGHTERS P51 PERSONNEL SHORTAGE-FIREFIGHTERS P52 PERSONNEL SHORTAGE-CIVIL ENGINEERING P53 PERSONNEL SHORTAGE-CIVIL IAN P54 PERSONNEL SHORTAGE-ENLISTED AIRCREW	P29	
P31 PERSONNEL SHORTAGENCO STAFF(E-6 TO E-9) P32 PERSONNEL SHORTAGEOFFICER P33 PERSONNEL SHORTAGEOFFICER NAVAL FLIGHT P34 PERSONNEL SHORTAGEO-1 TO 0-3 P35 PERSONNEL SHORTAGEO-4 TO 0-6 P36 PERSONNEL SHORTAGEPILOT P37 PERSONNEL SHORTAGEQUALIFIED TO PERFORM MOS/NEC/AFSC DUTIES WHICH ASSIGNED P38 PERSONNEL SHORTAGESIGNAL MOS P39 PERSONNEL SHORTAGESIGNAL MOS P39 PERSONNEL SHORTAGEWARRANT OFFICER P40 SUBORDINATE ORGANIZATION DETACHED P41 PERSONNEL SHORTAGEFUEL SHORTAGE P42 PERSONNEL SHORTAGEVEHICLE MAINTENANCE P43 PERSONNEL SHORTAGEAIRCRAFT SYSTEMS MAINTENANCE P44 PERSONNEL SHORTAGEAVIONICS SYSTEMS MAINTENANCE P45 PERSONNEL SHORTAGECOMMUNICATIONS/ELECTRONICS MAINTENANCE P46 PROGRAM CHANGE P47 PERSONNEL SHORTAGESECURITY POLICE P48 SKILL SHORTAGEWEAPON SYSTEM CONVERSION P49 PERSONNEL SHORTAGEFIREFIGHTERS P50 PERSONNEL SHORTAGEFIREFIGHTERS P51 PERSONNEL SHORTAGEFIREFIGHTERS P52 PERSONNEL SHORTAGEFIREFIGHTERS P53 PERSONNEL SHORTAGECIVIL ENGINEERING P54 PERSONNEL SHORTAGECUVILLIAN P54 PERSONNEL SHORTAGECUVILLIAN P55 PERSONNEL SHORTAGECUVILLIAN P56 PERSONNEL SHORTAGECUVILLIAN P57 PERSONNEL SHORTAGEENLISTED AIRCREW	P30	
P33 PERSONNEL SHORTAGEOFFICER NAVAL FLIGHT P34 PERSONNEL SHORTAGEO-1 TO 0-3 P35 PERSONNEL SHORTAGEO-4 TO 0-6 P36 PERSONNEL SHORTAGEDILOT P37 PERSONNEL SHORTAGEPULOT P38 PERSONNEL SHORTAGESIGNAL MOS P39 PERSONNEL SHORTAGESIGNAL MOS P39 PERSONNEL SHORTAGEWARRANT OFFICER P40 SUBORDINATE ORGANIZATION DETACHED P41 PERSONNEL SHORTAGE-FUEL SHORTAGE P42 PERSONNEL SHORTAGE-FUEL SHORTAGE P43 PERSONNEL SHORTAGEVEHICLE MAINTENANCE P44 PERSONNEL SHORTAGEAIRCRAFT SYSTEMS MAINTENANCE P45 PERSONNEL SHORTAGECOMMUNICATIONS/ELECTRONICS MAINTENANCE P46 PROGRAM CHANGE P47 PERSONNEL SHORTAGESECURITY POLICE P48 SKILL SHORTAGESECURITY POLICE P49 PERSONNEL SHORTAGEBELLE PORT P50 PERSONNEL SHORTAGEAERIAL PORT P50 PERSONNEL SHORTAGECIVIL ENGINEERING P51 PERSONNEL SHORTAGECIVIL ENGINEERING P52 PERSONNEL SHORTAGECIVIL ENGINEERING P53 PERSONNEL SHORTAGECIVILIAN P54 PERSONNEL SHORTAGECIVILIAN	P31	
P34 PERSONNEL SHORTAGEO-1 TO 0-3 P35 PERSONNEL SHORTAGEO-4 TO 0-6 P36 PERSONNEL SHORTAGEPILOT P37 PERSONNEL SHORTAGEPULOT P38 PERSONNEL SHORTAGEQUALIFIED TO PERFORM MOS/NEC/AFSC DUTIES WHICH ASSIGNED P39 PERSONNEL SHORTAGESIGNAL MOS P39 PERSONNEL SHORTAGEWARRANT OFFICER P40 SUBORDINATE ORGANIZATION DETACHED P41 PERSONNEL SHORTAGE-FUEL SHORTAGE P42 PERSONNEL SHORTAGEVEHICLE MAINTENANCE P43 PERSONNEL SHORTAGEAIRCRAFT SYSTEMS MAINTENANCE P44 PERSONNEL SHORTAGEAVIONICS SYSTEMS MAINTENANCE P45 PERSONNEL SHORTAGECOMMUNICATIONS/ELECTRONICS MAINTENANCE P46 PROGRAM CHANGE P47 PERSONNEL SHORTAGESECURITY POLICE P48 SKILL SHORTAGEWEAPON SYSTEM CONVERSION P49 PERSONNEL SHORTAGEFIREFIGHTERS P50 PERSONNEL SHORTAGEFIREFIGHTERS P51 PERSONNEL SHORTAGECIVIL ENGINEERING P52 PERSONNEL SHORTAGECIVILIAN P53 PERSONNEL SHORTAGECIVILIAN P54 PERSONNEL SHORTAGECIVILIAN	P32	PERSONNEL SHORTAGEOFFICER
P35 PERSONNEL SHORTAGEO-4 TO 0-6 P36 PERSONNEL SHORTAGEPILOT P37 PERSONNEL SHORTAGEQUALIFIED TO PERFORM MOS/NEC/AFSC DUTIES WHICH ASSIGNED P38 PERSONNEL SHORTAGESIGNAL MOS P39 PERSONNEL SHORTAGEWARRANT OFFICER P40 SUBORDINATE ORGANIZATION DETACHED P41 PERSONNEL SHORTAGEFUEL SHORTAGE P42 PERSONNEL SHORTAGEVEHICLE MAINTENANCE P43 PERSONNEL SHORTAGEVEHICLE MAINTENANCE P44 PERSONNEL SHORTAGEAIRCRAFT SYSTEMS MAINTENANCE P45 PERSONNEL SHORTAGEAVIONICS SYSTEMS MAINTENANCE P46 PROGRAM CHANGE P47 PERSONNEL SHORTAGESECURITY POLICE P48 SKILL SHORTAGESECURITY POLICE P48 SKILL SHORTAGEWEAPON SYSTEM CONVERSION P49 PERSONNEL SHORTAGEAERIAL PORT P50 PERSONNEL SHORTAGEAERIAL PORT P51 PERSONNEL SHORTAGECIVIL ENGINEERING P52 PERSONNEL SHORTAGECIVIL ENGINEERING P53 PERSONNEL SHORTAGECIVILIAN P54 PERSONNEL SHORTAGECIVILIAN	P33	PERSONNEL SHORTAGEOFFICER NAVAL FLIGHT
P36 PERSONNEL SHORTAGEPILOT P37 PERSONNEL SHORTAGEQUALIFIED TO PERFORM MOS/NEC/AFSC DUTIES WHICH ASSIGNED P38 PERSONNEL SHORTAGESIGNAL MOS P39 PERSONNEL SHORTAGEWARRANT OFFICER P40 SUBORDINATE ORGANIZATION DETACHED P41 PERSONNEL SHORTAGE-FUEL SHORTAGE P42 PERSONNEL SHORTAGEVEHICLE MAINTENANCE P43 PERSONNEL SHORTAGEAIRCRAFT SYSTEMS MAINTENANCE P44 PERSONNEL SHORTAGEAVIONICS SYSTEMS MAINTENANCE P45 PERSONNEL SHORTAGECOMMUNICATIONS/ELECTRONICS MAINTENANCE P46 PROGRAM CHANGE P47 PERSONNEL SHORTAGESECURITY POLICE P48 SKILL SHORTAGEWEAPON SYSTEM CONVERSION P49 PERSONNEL SHORTAGEAERIAL PORT P50 PERSONNEL SHORTAGEAERIAL PORT P50 PERSONNEL SHORTAGEFIREFIGHTERS P51 PERSONNEL SHORTAGECIVIL ENGINEERING P52 PERSONNEL SHORTAGEMEDICAL P53 PERSONNEL SHORTAGECIVILIAN P54 PERSONNEL SHORTAGEENLISTED AIRCREW	P34	PERSONNEL SHORTAGE0-1 TO 0-3
P37 PERSONNEL SHORTAGEQUALIFIED TO PERFORM MOS/NEC/AFSC DUTIES WHICH ASSIGNED P38 PERSONNEL SHORTAGESIGNAL MOS P39 PERSONNEL SHORTAGEWARRANT OFFICER P40 SUBORDINATE ORGANIZATION DETACHED P41 PERSONNEL SHORTAGE-FUEL SHORTAGE P42 PERSONNEL SHORTAGEVEHICLE MAINTENANCE P43 PERSONNEL SHORTAGEAIRCRAFT SYSTEMS MAINTENANCE P44 PERSONNEL SHORTAGEAVIONICS SYSTEMS MAINTENANCE P45 PERSONNEL SHORTAGECOMMUNICATIONS/ELECTRONICS MAINTENANCE P46 PROGRAM CHANGE P47 PERSONNEL SHORTAGESECURITY POLICE P48 SKILL SHORTAGESECURITY POLICE P49 PERSONNEL SHORTAGEAERIAL PORT P50 PERSONNEL SHORTAGEFIREFIGHTERS P51 PERSONNEL SHORTAGEFIREFIGHTERS P52 PERSONNEL SHORTAGECIVIL ENGINEERING P53 PERSONNEL SHORTAGECIVILIAN P54 PERSONNEL SHORTAGEENLISTED AIRCREW	P35	PERSONNEL SHORTAGE0-4 TO 0-6
P38 PERSONNEL SHORTAGESIGNAL MOS P39 PERSONNEL SHORTAGEWARRANT OFFICER P40 SUBORDINATE ORGANIZATION DETACHED P41 PERSONNEL SHORTAGEFUEL SHORTAGE P42 PERSONNEL SHORTAGEVEHICLE MAINTENANCE P43 PERSONNEL SHORTAGEAIRCRAFT SYSTEMS MAINTENANCE P44 PERSONNEL SHORTAGEAVIONICS SYSTEMS MAINTENANCE P45 PERSONNEL SHORTAGECOMMUNICATIONS/ELECTRONICS MAINTENANCE P46 PROGRAM CHANGE P47 PERSONNEL SHORTAGESECURITY POLICE P48 SKILL SHORTAGEWEAPON SYSTEM CONVERSION P49 PERSONNEL SHORTAGEAERIAL PORT P50 PERSONNEL SHORTAGEFIREFIGHTERS P51 PERSONNEL SHORTAGECIVIL ENGINEERING P52 PERSONNEL SHORTAGEMEDICAL P53 PERSONNEL SHORTAGECIVILIAN P54 PERSONNEL SHORTAGEENLISTED AIRCREW	P36	PERSONNEL SHORTAGEPILOT
P49 PERSONNEL SHORTAGEWARRANT OFFICER P40 SUBORDINATE ORGANIZATION DETACHED P41 PERSONNEL SHORTAGEFUEL SHORTAGE P42 PERSONNEL SHORTAGEVEHICLE MAINTENANCE P43 PERSONNEL SHORTAGEAIRCRAFT SYSTEMS MAINTENANCE P44 PERSONNEL SHORTAGEAVIONICS SYSTEMS MAINTENANCE P45 PERSONNEL SHORTAGECOMMUNICATIONS/ELECTRONICS MAINTENANCE P46 PROGRAM CHANGE P47 PERSONNEL SHORTAGESECURITY POLICE P48 SKILL SHORTAGEWEAPON SYSTEM CONVERSION P49 PERSONNEL SHORTAGEAERIAL PORT P50 PERSONNEL SHORTAGEFIREFIGHTERS P51 PERSONNEL SHORTAGECIVIL ENGINEERING P52 PERSONNEL SHORTAGEMEDICAL P53 PERSONNEL SHORTAGECIVILIAN P54 PERSONNEL SHORTAGEENLISTED AIRCREW	P37	PERSONNEL SHORTAGEQUALIFIED TO PERFORM MOS/NEC/AFSC DUTIES WHICH ASSIGNED
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P42 PERSONNEL SHORTAGEVEHICLE MAINTENANCE P43 PERSONNEL SHORTAGEAIRCRAFT SYSTEMS MAINTENANCE P44 PERSONNEL SHORTAGEAVIONICS SYSTEMS MAINTENANCE P45 PERSONNEL SHORTAGECOMMUNICATIONS/ELECTRONICS MAINTENANCE P46 PROGRAM CHANGE P47 PERSONNEL SHORTAGESECURITY POLICE P48 SKILL SHORTAGEWEAPON SYSTEM CONVERSION P49 PERSONNEL SHORTAGEAERIAL PORT P50 PERSONNEL SHORTAGEFIREFIGHTERS P51 PERSONNEL SHORTAGECIVIL ENGINEERING P52 PERSONNEL SHORTAGEMEDICAL P53 PERSONNEL SHORTAGECIVILIAN P54 PERSONNEL SHORTAGECIVILIAN	P40	SUBORDINATE ORGANIZATION DETACHED
P43 PERSONNEL SHORTAGEAIRCRAFT SYSTEMS MAINTENANCE P44 PERSONNEL SHORTAGEAVIONICS SYSTEMS MAINTENANCE P45 PERSONNEL SHORTAGECOMMUNICATIONS/ELECTRONICS MAINTENANCE P46 PROGRAM CHANGE P47 PERSONNEL SHORTAGESECURITY POLICE P48 SKILL SHORTAGEWEAPON SYSTEM CONVERSION P49 PERSONNEL SHORTAGEAERIAL PORT P50 PERSONNEL SHORTAGEFIREFIGHTERS P51 PERSONNEL SHORTAGECIVIL ENGINEERING P52 PERSONNEL SHORTAGEMEDICAL P53 PERSONNEL SHORTAGECIVILIAN P54 PERSONNEL SHORTAGEENLISTED AIRCREW	P41	PERSONNEL SHORTAGEFUEL SHORTAGE
P44 PERSONNEL SHORTAGEAVIONICS SYSTEMS MAINTENANCE P45 PERSONNEL SHORTAGECOMMUNICATIONS/ELECTRONICS MAINTENANCE P46 PROGRAM CHANGE P47 PERSONNEL SHORTAGESECURITY POLICE P48 SKILL SHORTAGEWEAPON SYSTEM CONVERSION P49 PERSONNEL SHORTAGEAERIAL PORT P50 PERSONNEL SHORTAGEFIREFIGHTERS P51 PERSONNEL SHORTAGECIVIL ENGINEERING P52 PERSONNEL SHORTAGEMEDICAL P53 PERSONNEL SHORTAGECIVILIAN P54 PERSONNEL SHORTAGEENLISTED AIRCREW	P42	PERSONNEL SHORTAGEVEHICLE MAINTENANCE
P45 PERSONNEL SHORTAGECOMMUNICATIONS/ELECTRONICS MAINTENANCE P46 PROGRAM CHANGE P47 PERSONNEL SHORTAGESECURITY POLICE P48 SKILL SHORTAGEWEAPON SYSTEM CONVERSION P49 PERSONNEL SHORTAGEAERIAL PORT P50 PERSONNEL SHORTAGEFIREFIGHTERS P51 PERSONNEL SHORTAGECIVIL ENGINEERING P52 PERSONNEL SHORTAGEMEDICAL P53 PERSONNEL SHORTAGECIVILIAN P54 PERSONNEL SHORTAGEENLISTED AIRCREW	P43	PERSONNEL SHORTAGEAIRCRAFT SYSTEMS MAINTENANCE
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P47 PERSONNEL SHORTAGESECURITY POLICE P48 SKILL SHORTAGEWEAPON SYSTEM CONVERSION P49 PERSONNEL SHORTAGEAERIAL PORT P50 PERSONNEL SHORTAGEFIREFIGHTERS P51 PERSONNEL SHORTAGECIVIL ENGINEERING P52 PERSONNEL SHORTAGEMEDICAL P53 PERSONNEL SHORTAGECIVILIAN P54 PERSONNEL SHORTAGEENLISTED AIRCREW	P45	PERSONNEL SHORTAGECOMMUNICATIONS/ELECTRONICS MAINTENANCE
P48 SKILL SHORTAGEWEAPON SYSTEM CONVERSION P49 PERSONNEL SHORTAGEAERIAL PORT P50 PERSONNEL SHORTAGEFIREFIGHTERS P51 PERSONNEL SHORTAGECIVIL ENGINEERING P52 PERSONNEL SHORTAGEMEDICAL P53 PERSONNEL SHORTAGECIVILIAN P54 PERSONNEL SHORTAGEENLISTED AIRCREW	P46	PROGRAM CHANGE
P49 PERSONNEL SHORTAGEAERIAL PORT P50 PERSONNEL SHORTAGEFIREFIGHTERS P51 PERSONNEL SHORTAGECIVIL ENGINEERING P52 PERSONNEL SHORTAGEMEDICAL P53 PERSONNEL SHORTAGECIVILIAN P54 PERSONNEL SHORTAGEENLISTED AIRCREW	P47	PERSONNEL SHORTAGESECURITY POLICE
P50 PERSONNEL SHORTAGEFIREFIGHTERS P51 PERSONNEL SHORTAGECIVIL ENGINEERING P52 PERSONNEL SHORTAGEMEDICAL P53 PERSONNEL SHORTAGECIVILIAN P54 PERSONNEL SHORTAGEENLISTED AIRCREW	P48	SKILL SHORTAGEWEAPON SYSTEM CONVERSION
P51 PERSONNEL SHORTAGECIVIL ENGINEERING P52 PERSONNEL SHORTAGEMEDICAL P53 PERSONNEL SHORTAGECIVILIAN P54 PERSONNEL SHORTAGEENLISTED AIRCREW	P49	PERSONNEL SHORTAGEAERIAL PORT
P52 PERSONNEL SHORTAGEMEDICAL P53 PERSONNEL SHORTAGECIVILIAN P54 PERSONNEL SHORTAGEENLISTED AIRCREW	P50	PERSONNEL SHORTAGEFIREFIGHTERS
P53 PERSONNEL SHORTAGECIVILIAN P54 PERSONNEL SHORTAGEENLISTED AIRCREW	P51	PERSONNEL SHORTAGECIVIL ENGINEERING
P54 PERSONNEL SHORTAGEENLISTED AIRCREW	P52	PERSONNEL SHORTAGEMEDICAL
	P53	PERSONNEL SHORTAGECIVILIAN
P55 PERSONNEL SHORTAGEWEAPON SYSTEM OFFICER	P54	PERSONNEL SHORTAGEENLISTED AIRCREW
	P55	PERSONNEL SHORTAGEWEAPON SYSTEM OFFICER

DEC	DED CONNET CHOPE AGE BY ECOPONIC WADEAUG CHELCED
P56	PERSONNEL SHORTAGEELECTRONIC WARFARE OFFICER
P57	PERSONNEL SHORTAGELOADMASTER
P58	PERSONNEL SHORTAGECONTROLLERS
P59	PERSONNEL SHORTAGEMISSILE MAINTENANCE
P60	PERSONNEL SHORTAGEAIRCRAFT MAINTENANCE
P61	PERSONNEL SHORTAGECOMPUTER OPERATOR
P62	PERSONNEL SHORTAGEMUNITIONS SUPPORT
P63	PERSONNEL SHORTAGEFUELS SUPPORT
P64	PERSONNEL SHORTAGELINGUISTICS
P65	PERSONNEL SHORTAGESERVICE CONSTRAINT(LOWW ALO TYPE B OR CADRE)
P66	PERSONNEL NOT AVAILABLEDRUG AND ALCOHOL ABUSE
P67	PERSONNEL SHORTAGEMEDICAL HEALTH PROFESSIONALS
P68	PERSONNEL SHORTAGEMEDICAL SERVICE SKILLS
P69	PERSONNEL LACK SECURITY CLEARANCE
P70	SKILL SHORTAGENUCLEAR WEAPONS
P71	
	PERSONNEL SHORTAGEFULL-TIME MANNING
P72	PERSONNEL TURNOVERLOSSES TO UNIT
P73	PERSONNEL TURBULENCEINTERNAL REASSIGNMENTS
P74	UNIT REORGANIZING
P75	ZERO STRENGTH UNIT
P76	PERSONNEL SUPPORTING TRAINING MISSION(SCHOOL SUPPORT)
P77	TRAINING UNIT WITH WARTIME MISSION TASKING CAPABILITY
P78	UNIT NOT MANNED OR EQUIPPED; REQUIRED IN WARTIME STRUCTURE
P79	PERSONNEL SHORTAGE-SUPPLY SUPPORT
P80	PERSONNEL SHORTAGE-SUPPLY AND FUELS SUPPORT
P81	NOT MOS QUALIFIED-AWAITING TRAINING
P82	COHORT TRANSITION
רסת	AWATTING COUODT EILI DAGVAGE
P83	AWAITING COHORT-FILL PACKAGE
P83	
	PERSONNEL SHORTAGE - FORWARDED TO SERVICE PERSONNEL CENTER FOR ACTION
P84 PCV	PERSONNEL SHORTAGE - FORWARDED TO SERVICE PERSONNEL CENTER FOR ACTION UNIT UNDERGOING MAJOR EQUIPMENT CONVERSION, TRANSITION
P84 PCV PNM	PERSONNEL SHORTAGE - FORWARDED TO SERVICE PERSONNEL CENTER FOR ACTION UNIT UNDERGOING MAJOR EQUIPMENT CONVERSION, TRANSITION AREA NOT MEASURED BY PARENT SERVICE DIRECTION
P84 PCV PNM PNP	PERSONNEL SHORTAGE - FORWARDED TO SERVICE PERSONNEL CENTER FOR ACTION UNIT UNDERGOING MAJOR EQUIPMENT CONVERSION, TRANSITION AREA NOT MEASURED BY PARENT SERVICE DIRECTION UNIT PLACED IN CADRE STATUS BY PARENT SERVICE
P84 PCV PNM PNP PRD	PERSONNEL SHORTAGE - FORWARDED TO SERVICE PERSONNEL CENTER FOR ACTION UNIT UNDERGOING MAJOR EQUIPMENT CONVERSION, TRANSITION AREA NOT MEASURED BY PARENT SERVICE DIRECTION UNIT PLACED IN CADRE STATUS BY PARENT SERVICE UNIT BEING REACTIVATED (REORGANIZED)
P84 PCV PNM PNP PRD PUP	PERSONNEL SHORTAGE - FORWARDED TO SERVICE PERSONNEL CENTER FOR ACTION UNIT UNDERGOING MAJOR EQUIPMENT CONVERSION, TRANSITION AREA NOT MEASURED BY PARENT SERVICE DIRECTION UNIT PLACED IN CADRE STATUS BY PARENT SERVICE UNIT BEING REACTIVATED(REORGANIZED) COMMANDER'S JUDGMENT RAISED OVERALL C-LEVEL
P84 PCV PNM PNP PRD PUP R00	PERSONNEL SHORTAGE - FORWARDED TO SERVICE PERSONNEL CENTER FOR ACTION UNIT UNDERGOING MAJOR EQUIPMENT CONVERSION, TRANSITION AREA NOT MEASURED BY PARENT SERVICE DIRECTION UNIT PLACED IN CADRE STATUS BY PARENT SERVICE UNIT BEING REACTIVATED(REORGANIZED) COMMANDER'S JUDGMENT RAISED OVERALL C-LEVEL EQUIPMENT CONDITION DEGRADATIONSFUEL SHORTAGE
P84 PCV PNM PNP PRD PUP R00 R01	PERSONNEL SHORTAGE - FORWARDED TO SERVICE PERSONNEL CENTER FOR ACTION UNIT UNDERGOING MAJOR EQUIPMENT CONVERSION, TRANSITION AREA NOT MEASURED BY PARENT SERVICE DIRECTION UNIT PLACED IN CADRE STATUS BY PARENT SERVICE UNIT BEING REACTIVATED(REORGANIZED) COMMANDER'S JUDGMENT RAISED OVERALL C-LEVEL EQUIPMENT CONDITION DEGRADATIONSFUEL SHORTAGE AIRCRAFT GROUNDED SAFETY FLIGHT
P84 PCV PNM PNP PRD PUP R00 R01 R02	PERSONNEL SHORTAGE - FORWARDED TO SERVICE PERSONNEL CENTER FOR ACTION UNIT UNDERGOING MAJOR EQUIPMENT CONVERSION, TRANSITION AREA NOT MEASURED BY PARENT SERVICE DIRECTION UNIT PLACED IN CADRE STATUS BY PARENT SERVICE UNIT BEING REACTIVATED(REORGANIZED) COMMANDER'S JUDGMENT RAISED OVERALL C-LEVEL EQUIPMENT CONDITION DEGRADATIONSFUEL SHORTAGE AIRCRAFT GROUNDED SAFETY FLIGHT AIRCRAFT DO NOT MEET MOBILIZATION REQUIREMENT
P84 PCV PNM PNP PRD PUP R00 R01 R02 R03	PERSONNEL SHORTAGE - FORWARDED TO SERVICE PERSONNEL CENTER FOR ACTION UNIT UNDERGOING MAJOR EQUIPMENT CONVERSION, TRANSITION AREA NOT MEASURED BY PARENT SERVICE DIRECTION UNIT PLACED IN CADRE STATUS BY PARENT SERVICE UNIT BEING REACTIVATED(REORGANIZED) COMMANDER'S JUDGMENT RAISED OVERALL C-LEVEL EQUIPMENT CONDITION DEGRADATIONSFUEL SHORTAGE AIRCRAFT GROUNDED SAFETY FLIGHT AIRCRAFT DO NOT MEET MOBILIZATION REQUIREMENT AIRCRAFT STANDARD DEPOT LEVEL MAINTENANCE
P84 PCV PNM PNP PRD PUP R00 R01 R02 R03 R04	PERSONNEL SHORTAGE - FORWARDED TO SERVICE PERSONNEL CENTER FOR ACTION UNIT UNDERGOING MAJOR EQUIPMENT CONVERSION, TRANSITION AREA NOT MEASURED BY PARENT SERVICE DIRECTION UNIT PLACED IN CADRE STATUS BY PARENT SERVICE UNIT BEING REACTIVATED (REORGANIZED) COMMANDER'S JUDGMENT RAISED OVERALL C-LEVEL EQUIPMENT CONDITION DEGRADATIONSFUEL SHORTAGE AIRCRAFT GROUNDED SAFETY FLIGHT AIRCRAFT DO NOT MEET MOBILIZATION REQUIREMENT AIRCRAFT STANDARD DEPOT LEVEL MAINTENANCE NOT MISSION CAPABLE DEPOTRAPID AREA MAINTENANCE
P84 PCV PNM PNP PRD PUP R00 R01 R02 R03 R04 R05	PERSONNEL SHORTAGE - FORWARDED TO SERVICE PERSONNEL CENTER FOR ACTION UNIT UNDERGOING MAJOR EQUIPMENT CONVERSION, TRANSITION AREA NOT MEASURED BY PARENT SERVICE DIRECTION UNIT PLACED IN CADRE STATUS BY PARENT SERVICE UNIT BEING REACTIVATED (REORGANIZED) COMMANDER'S JUDGMENT RAISED OVERALL C-LEVEL EQUIPMENT CONDITION DEGRADATIONSFUEL SHORTAGE AIRCRAFT GROUNDED SAFETY FLIGHT AIRCRAFT DO NOT MEET MOBILIZATION REQUIREMENT AIRCRAFT STANDARD DEPOT LEVEL MAINTENANCE NOT MISSION CAPABLE DEPOTRAPID AREA MAINTENANCE
P84 PCV PNM PNP PRD PUP R00 R01 R02 R03 R04 R05 R06	PERSONNEL SHORTAGE - FORWARDED TO SERVICE PERSONNEL CENTER FOR ACTION UNIT UNDERGOING MAJOR EQUIPMENT CONVERSION, TRANSITION AREA NOT MEASURED BY PARENT SERVICE DIRECTION UNIT PLACED IN CADRE STATUS BY PARENT SERVICE UNIT BEING REACTIVATED(REORGANIZED) COMMANDER'S JUDGMENT RAISED OVERALL C-LEVEL EQUIPMENT CONDITION DEGRADATIONSFUEL SHORTAGE AIRCRAFT GROUNDED SAFETY FLIGHT AIRCRAFT DO NOT MEET MOBILIZATION REQUIREMENT AIRCRAFT STANDARD DEPOT LEVEL MAINTENANCE NOT MISSION CAPABLE DEPOTRAPID AREA MAINTENANCE UNIT RECENTLY ACTIVATED
P84 PCV PNM PNP PRD PUP R00 R01 R02 R03 R04 R05 R06 R07	PERSONNEL SHORTAGE - FORWARDED TO SERVICE PERSONNEL CENTER FOR ACTION UNIT UNDERGOING MAJOR EQUIPMENT CONVERSION, TRANSITION AREA NOT MEASURED BY PARENT SERVICE DIRECTION UNIT PLACED IN CADRE STATUS BY PARENT SERVICE UNIT BEING REACTIVATED (REORGANIZED) COMMANDER'S JUDGMENT RAISED OVERALL C-LEVEL EQUIPMENT CONDITION DEGRADATIONSFUEL SHORTAGE AIRCRAFT GROUNDED SAFETY FLIGHT AIRCRAFT DO NOT MEET MOBILIZATION REQUIREMENT AIRCRAFT STANDARD DEPOT LEVEL MAINTENANCE NOT MISSION CAPABLE DEPOTRAPID AREA MAINTENANCE UNIT RECENTLY ACTIVATED CONVERSION
P84 PCV PNM PNP PRD PUP R00 R01 R02 R03 R04 R05 R06 R07 R08	PERSONNEL SHORTAGE - FORWARDED TO SERVICE PERSONNEL CENTER FOR ACTION UNIT UNDERGOING MAJOR EQUIPMENT CONVERSION, TRANSITION AREA NOT MEASURED BY PARENT SERVICE DIRECTION UNIT PLACED IN CADRE STATUS BY PARENT SERVICE UNIT BEING REACTIVATED (REORGANIZED) COMMANDER'S JUDGMENT RAISED OVERALL C-LEVEL EQUIPMENT CONDITION DEGRADATIONSFUEL SHORTAGE AIRCRAFT GROUNDED SAFETY FLIGHT AIRCRAFT DO NOT MEET MOBILIZATION REQUIREMENT AIRCRAFT STANDARD DEPOT LEVEL MAINTENANCE NOT MISSION CAPABLE DEPOTRAPID AREA MAINTENANCE UNIT RECENTLY ACTIVATED CONVERSION NBC EQUIPMENT INOPERABLE OR UNCALIBRATED
P84 PCV PNM PNP PRD PUP R00 R01 R02 R03 R04 R05 R06 R07 R08 R09	PERSONNEL SHORTAGE - FORWARDED TO SERVICE PERSONNEL CENTER FOR ACTION UNIT UNDERGOING MAJOR EQUIPMENT CONVERSION, TRANSITION AREA NOT MEASURED BY PARENT SERVICE DIRECTION UNIT PLACED IN CADRE STATUS BY PARENT SERVICE UNIT BEING REACTIVATED (REORGANIZED) COMMANDER'S JUDGMENT RAISED OVERALL C-LEVEL EQUIPMENT CONDITION DEGRADATIONSFUEL SHORTAGE AIRCRAFT GROUNDED SAFETY FLIGHT AIRCRAFT TOO NOT MEET MOBILIZATION REQUIREMENT AIRCRAFT STANDARD DEPOT LEVEL MAINTENANCE NOT MISSION CAPABLE DEPOTRAPID AREA MAINTENANCE UNIT RECENTLY ACTIVATED CONVERSION NBC EQUIPMENT INOPERABLE OR UNCALIBRATED DAMAGEBATTLE/COMBAT
P84 PCV PNM PNP PRD PUP R00 R01 R02 R03 R04 R05 R06 R07 R08 R09 R10	PERSONNEL SHORTAGE - FORWARDED TO SERVICE PERSONNEL CENTER FOR ACTION UNIT UNDERGOING MAJOR EQUIPMENT CONVERSION, TRANSITION AREA NOT MEASURED BY PARENT SERVICE DIRECTION UNIT PLACED IN CADRE STATUS BY PARENT SERVICE UNIT BEING REACTIVATED (REORGANIZED) COMMANDER'S JUDGMENT RAISED OVERALL C-LEVEL EQUIPMENT CONDITION DEGRADATIONSFUEL SHORTAGE AIRCRAFT GROUNDED SAFETY FLIGHT AIRCRAFT TOO NOT MEET MOBILIZATION REQUIREMENT AIRCRAFT STANDARD DEPOT LEVEL MAINTENANCE NOT MISSION CAPABLE DEPOTRAPID AREA MAINTENANCE UNIT RECENTLY ACTIVATED CONVERSION NBC EQUIPMENT INOPERABLE OR UNCALIBRATED DAMAGEBATTLE/COMBAT DAMAGEHULL STRUCTURE
P84 PCV PNM PNP PRD PUP R00 R01 R02 R03 R04 R05 R06 R07 R08 R09 R10 R11	PERSONNEL SHORTAGE - FORWARDED TO SERVICE PERSONNEL CENTER FOR ACTION UNIT UNDERGOING MAJOR EQUIPMENT CONVERSION, TRANSITION AREA NOT MEASURED BY PARENT SERVICE DIRECTION UNIT PLACED IN CADRE STATUS BY PARENT SERVICE UNIT BEING REACTIVATED (REORGANIZED) COMMANDER'S JUDGMENT RAISED OVERALL C-LEVEL EQUIPMENT CONDITION DEGRADATIONSFUEL SHORTAGE AIRCRAFT GROUNDED SAFETY FLIGHT AIRCRAFT TOO NOT MEET MOBILIZATION REQUIREMENT AIRCRAFT STANDARD DEPOT LEVEL MAINTENANCE NOT MISSION CAPABLE DEPOTRAPID AREA MAINTENANCE UNIT RECENTLY ACTIVATED CONVERSION NBC EQUIPMENT INOPERABLE OR UNCALIBRATED DAMAGEBATTLE/COMBAT
P84 PCV PNM PNP PRD PUP R00 R01 R02 R03 R04 R05 R06 R07 R08 R09 R10	PERSONNEL SHORTAGE - FORWARDED TO SERVICE PERSONNEL CENTER FOR ACTION UNIT UNDERGOING MAJOR EQUIPMENT CONVERSION, TRANSITION AREA NOT MEASURED BY PARENT SERVICE DIRECTION UNIT PLACED IN CADRE STATUS BY PARENT SERVICE UNIT BEING REACTIVATED (REORGANIZED) COMMANDER'S JUDGMENT RAISED OVERALL C-LEVEL EQUIPMENT CONDITION DEGRADATIONSFUEL SHORTAGE AIRCRAFT GROUNDED SAFETY FLIGHT AIRCRAFT TOO NOT MEET MOBILIZATION REQUIREMENT AIRCRAFT STANDARD DEPOT LEVEL MAINTENANCE NOT MISSION CAPABLE DEPOTRAPID AREA MAINTENANCE UNIT RECENTLY ACTIVATED CONVERSION NBC EQUIPMENT INOPERABLE OR UNCALIBRATED DAMAGEBATTLE/COMBAT DAMAGEHULL STRUCTURE
P84 PCV PNM PNP PRD PUP R00 R01 R02 R03 R04 R05 R06 R07 R08 R09 R10 R11	PERSONNEL SHORTAGE - FORWARDED TO SERVICE PERSONNEL CENTER FOR ACTION UNIT UNDERGOING MAJOR EQUIPMENT CONVERSION, TRANSITION AREA NOT MEASURED BY PARENT SERVICE DIRECTION UNIT PLACED IN CADRE STATUS BY PARENT SERVICE UNIT BEING REACTIVATED(REORGANIZED) COMMANDER'S JUDGMENT RAISED OVERALL C-LEVEL EQUIPMENT CONDITION DEGRADATIONSFUEL SHORTAGE AIRCRAFT GROUNDED SAFETY FLIGHT AIRCRAFT TO NOT MEET MOBILIZATION REQUIREMENT AIRCRAFT STANDARD DEPOT LEVEL MAINTENANCE NOT MISSION CAPABLE DEPOTRAPID AREA MAINTENANCE NOT MISSION CAPABLE DEPOTPROGRAMMED DEPOT MAINTENANCE UNIT RECENTLY ACTIVATED CONVERSION NBC EQUIPMENT INOPERABLE OR UNCALIBRATED DAMAGEBATTLE/COMBAT DAMAGEHULL STRUCTURE DAMAGED/INOPERATIVEAIRCRAFT
P84 PCV PNM PNP PRD PUP R00 R01 R02 R03 R04 R05 R06 R07 R08 R09 R10 R11 R12	PERSONNEL SHORTAGE - FORWARDED TO SERVICE PERSONNEL CENTER FOR ACTION UNIT UNDERGOING MAJOR EQUIPMENT CONVERSION, TRANSITION AREA NOT MEASURED BY PARENT SERVICE DIRECTION UNIT PLACED IN CADRE STATUS BY PARENT SERVICE UNIT BEING REACTIVATED (REORGANIZED) COMMANDER'S JUDGMENT RAISED OVERALL C-LEVEL EQUIPMENT CONDITION DEGRADATIONSFUEL SHORTAGE AIRCRAFT GROUNDED SAFETY FLIGHT AIRCRAFT TO NOT MEET MOBILIZATION REQUIREMENT AIRCRAFT STANDARD DEPOT LEVEL MAINTENANCE NOT MISSION CAPABLE DEPOTRAPID AREA MAINTENANCE UNIT RECENTLY ACTIVATED CONVERSION NBC EQUIPMENT INOPERABLE OR UNCALIBRATED DAMAGEBATTLE/COMBAT DAMAGEHULL STRUCTURE DAMAGED/INOPERATIVEAIRCRAFT ARRESTING GEAR
P84 PCV PNM PNP PRD PUP R00 R01 R02 R03 R04 R05 R06 R07 R08 R09 R10 R11 R12 R13	PERSONNEL SHORTAGE - FORWARDED TO SERVICE PERSONNEL CENTER FOR ACTION UNIT UNDERGOING MAJOR EQUIPMENT CONVERSION, TRANSITION AREA NOT MEASURED BY PARENT SERVICE DIRECTION UNIT PLACED IN CADRE STATUS BY PARENT SERVICE UNIT BEING REACTIVATED(REORGANIZED) COMMANDER'S JUDGMENT RAISED OVERALL C-LEVEL EQUIPMENT CONDITION DEGRADATIONSFUEL SHORTAGE AIRCRAFT GROUNDED SAFETY FLIGHT AIRCRAFT TO NOT MEET MOBILIZATION REQUIREMENT AIRCRAFT STANDARD DEPOT LEVEL MAINTENANCE NOT MISSION CAPABLE DEPOTRAPID AREA MAINTENANCE NOT MISSION CAPABLE DEPOTPROGRAMMED DEPOT MAINTENANCE UNIT RECENTLY ACTIVATED CONVERSION NBC EQUIPMENT INOPERABLE OR UNCALIBRATED DAMAGEBATTLE/COMBAT DAMAGEHULL STRUCTURE DAMAGED/INOPERATIVEAIRCRAFT DAMAGED/INOPERATIVEAIRCRAFT ARRESTING GEAR DAMAGED/INOPERATIVEAIRCRAFT ASSAULTS
P84 PCV PNM PNP PRD PUP R00 R01 R02 R03 R04 R05 R06 R07 R08 R09 R10 R11 R12 R13 R14	PERSONNEL SHORTAGE - FORWARDED TO SERVICE PERSONNEL CENTER FOR ACTION UNIT UNDERGOING MAJOR EQUIPMENT CONVERSION, TRANSITION AREA NOT MEASURED BY PARENT SERVICE DIRECTION UNIT PLACED IN CADRE STATUS BY PARENT SERVICE UNIT BEING REACTIVATED(REORGANIZED) COMMANDER'S JUDGMENT RAISED OVERALL C-LEVEL EQUIPMENT CONDITION DEGRADATIONSFUEL SHORTAGE AIRCRAFT GROUNDED SAFETY FLIGHT AIRCRAFT DO NOT MEET MOBILIZATION REQUIREMENT AIRCRAFT STANDARD DEPOT LEVEL MAINTENANCE NOT MISSION CAPABLE DEPOTRAPID AREA MAINTENANCE NOT MISSION CAPABLE DEPOTPROGRAMMED DEPOT MAINTENANCE UNIT RECENTLY ACTIVATED CONVERSION NBC EQUIPMENT INOPERABLE OR UNCALIBRATED DAMAGEBATTLE/COMBAT DAMAGEHULL STRUCTURE DAMAGED/INOPERATIVEAIRCRAFT DAMAGED/INOPERATIVEAIRCRAFT ARRESTING GEAR DAMAGED/INOPERATIVEAIRCRAFT ASSAULTS DAMAGED/INOPERATIVEAIRCRAFT ASSAULTS
P84 PCV PNM PNP PRD PUP R00 R01 R02 R03 R04 R05 R06 R07 R08 R09 R10 R11 R12 R13 R14 R15	PERSONNEL SHORTAGE - FORWARDED TO SERVICE PERSONNEL CENTER FOR ACTION UNIT UNDERGOING MAJOR EQUIPMENT CONVERSION, TRANSITION AREA NOT MEASURED BY PARENT SERVICE DIRECTION UNIT PLACED IN CADRE STATUS BY PARENT SERVICE UNIT BEING REACTIVATED (REORGANIZED) COMMANDER'S JUDGMENT RAISED OVERALL C-LEVEL EQUIPMENT CONDITION DEGRADATIONS-FUEL SHORTAGE AIRCRAFT GROUNDED SAFETY FLIGHT AIRCRAFT TO NOT MEET MOBILIZATION REQUIREMENT AIRCRAFT STANDARD DEPOT LEVEL MAINTENANCE NOT MISSION CAPABLE DEPOTRAPID AREA MAINTENANCE NOT MISSION CAPABLE DEPOTPROGRAMMED DEPOT MAINTENANCE UNIT RECENTLY ACTIVATED CONVERSION NBC EQUIPMENT INOPERABLE OR UNCALIBRATED DAMAGEBULL STRUCTURE DAMAGEBULL STRUCTURE DAMAGED/INOPERATIVEAIRCRAFT ARRESTING GEAR DAMAGED/INOPERATIVEAIRCRAFT ASSAULTS DAMAGED/INOPERATIVEAIRCRAFT ASSAULTS DAMAGED/INOPERATIVEAIRCRAFT ASSAULTS DAMAGED/INOPERATIVEAIRCRAFT ASSAULTS
P84 PCV PNM PNP PRD PUP R00 R01 R02 R03 R04 R05 R06 R07 R08 R09 R10 R11 R12 R13 R14 R15 R16	PERSONNEL SHORTAGE - FORWARDED TO SERVICE PERSONNEL CENTER FOR ACTION UNIT UNDERGOING MAJOR EQUIPMENT CONVERSION, TRANSITION AREA NOT MEASURED BY PARENT SERVICE DIRECTION UNIT PLACED IN CADRE STATUS BY PARENT SERVICE UNIT BEING REACTIVATED (REORGANIZED) COMMANDER'S JUDGMENT RAISED OVERALL C-LEVEL EQUIPMENT CONDITION DEGRADATIONSFUEL SHORTAGE AIRCRAFT GROUNDED SAFETY FLIGHT AIRCRAFT DO NOT MEET MOBILIZATION REQUIREMENT AIRCRAFT STANDARD DEPOT LEVEL MAINTENANCE NOT MISSION CAPABLE DEPOTRAPID AREA MAINTENANCE UNIT RECENTLY ACTIVATED CONVERSION NBC EQUIPMENT INOPERABLE OR UNCALIBRATED DAMAGEBATTLE/COMBAT DAMAGEHULL STRUCTURE DAMAGED/INOPERATIVEAIRCRAFT DAMAGED/INOPERATIVEAIRCRAFT ASSAULTS DAMAGED/INOPERATIVEASROC/SUBROC BATTERY DAMAGED/INOPERATIVEASROC/SUBROC BATTERY DAMAGED/INOPERATIVEAUXILIARY MACHINERY DAMAGED/INOPERATIVEAUXILIARY MACHINERY
P84 PCV PNM PNP PRD PUP R00 R01 R02 R03 R04 R05 R06 R07 R08 R09 R10 R11 R12 R13 R14 R15 R16 R17	PERSONNEL SHORTAGE - FORWARDED TO SERVICE PERSONNEL CENTER FOR ACTION UNIT UNDERGOING MAJOR EQUIPMENT CONVERSION, TRANSITION AREA NOT MEASURED BY PARENT SERVICE DIRECTION UNIT PLACED IN CADRE STATUS BY PARENT SERVICE UNIT BEING REACTIVATED (REORGANIZED) COMMANDER'S JUDGMENT RAISED OVERALL C-LEVEL EQUIPMENT CONDITION DEGRADATIONSFUEL SHORTAGE AIRCRAFT GROUNDED SAFETY FLIGHT AIRCRAFT DO NOT MEET MOBILIZATION REQUIREMENT AIRCRAFT STANDARD DEPOT LEVEL MAINTENANCE NOT MISSION CAPABLE DEPOTRAPID AREA MAINTENANCE NOT MISSION CAPABLE DEPOTPROGRAMMED DEPOT MAINTENANCE UNIT RECENTLY ACTIVATED CONVERSION NBC EQUIPMENT INOPERABLE OR UNCALIBRATED DAMAGE -BATTLE/COMBAT DAMAGEHULL STRUCTURE DAMAGED/INOPERATIVEAIRCRAFT ARRESTING GEAR DAMAGED/INOPERATIVEAIRCRAFT ASSAULTS DAMAGED/INOPERATIVEAIRCRAFT ASSAULTS DAMAGED/INOPERATIVEAUXILIARY MACHINERY DAMAGED/INOPERATIVEBOATS/BOAT STORAGE DAMAGED/INOPERATIVEBOATS/BOAT STORAGE DAMAGED/INOPERATIVECOUNTERMEASURES(ELECTRICAL/MECHANICAL) DAMAGED/INOPERATIVECOUNTERMEASURES(ELECTRICAL/MECHANICAL)
P84 PCV PNM PNP PRD PUP R00 R01 R02 R03 R04 R05 R06 R07 R08 R09 R10 R11 R12 R13 R14 R15 R16 R17 R18 R19	PERSONNEL SHORTAGE - FORWARDED TO SERVICE PERSONNEL CENTER FOR ACTION UNIT UNDERGOING MAJOR EQUIPMENT CONVERSION, TRANSITION AREA NOT MEASURED BY PARENT SERVICE DIRECTION UNIT PLACED IN CADRE STATUS BY PARENT SERVICE UNIT BEING REACTIVATED (REORGANIZED) COMMANDER'S JUDGMENT RAISED OVERALL C-LEVEL EQUIPMENT CONDITION DEGRADATIONSFUEL SHORTAGE AIRCRAFT GROUNDED SAFETY FLIGHT AIRCRAFT ON OM MEET MOBILIZATION REQUIREMENT AIRCRAFT STANDARD DEPOT LEVEL MAINTENANCE NOT MISSION CAPABLE DEPOTRAPID AREA MAINTENANCE NOT MISSION CAPABLE DEPOTPROGRAMMED DEPOT MAINTENANCE UNIT RECENTLY ACTIVATED CONVERSION NBC EQUIPMENT INOPERABLE OR UNCALIBRATED DAMAGE-BATTLE/COMBAT DAMAGE-BATTLE/COMBAT DAMAGE-HULL STRUCTURE DAMAGED/INOPERATIVEAIRCRAFT DAMAGED/INOPERATIVEAIRCRAFT ARRESTING GEAR DAMAGED/INOPERATIVEAIRCRAFT ASSAULTS DAMAGED/INOPERATIVEASROC/SUBROC BATTERY DAMAGED/INOPERATIVEBOATS/BOAT STORAGE DAMAGED/INOPERATIVEBOATS/BOAT STORAGE DAMAGED/INOPERATIVEBOATS/BOAT STORAGE DAMAGED/INOPERATIVEBOATS/BOAT STORAGE DAMAGED/INOPERATIVEBOATS/BOAT STORAGE DAMAGED/INOPERATIVECOUNTERMEASURES(ELECTRICAL/MECHANICAL) DAMAGED/INOPERATIVEECM DAMAGED/INOPERATIVEECM DAMAGED/INOPERATIVEECM
P84 PCV PNM PNP PRD PUP R00 R01 R02 R03 R04 R05 R06 R07 R08 R09 R10 R11 R12 R13 R14 R15 R16 R17 R18	PERSONNEL SHORTAGE - FORWARDED TO SERVICE PERSONNEL CENTER FOR ACTION UNIT UNDERGOING MAJOR EQUIPMENT CONVERSION, TRANSITION AREA NOT MEASURED BY PARENT SERVICE DIRECTION UNIT PLACED IN CADRE STATUS BY PARENT SERVICE UNIT BEING REACTIVATED (REORGANIZED) COMMANDER'S JUDGMENT RAISED OVERALL C-LEVEL EQUIPMENT CONDITION DEGRADATIONSFUEL SHORTAGE AIRCRAFT GROUNDED SAFETY FLIGHT AIRCRAFT DO NOT MEET MOBILIZATION REQUIREMENT AIRCRAFT STANDARD DEPOT LEVEL MAINTENANCE NOT MISSION CAPABLE DEPOTRAPID AREA MAINTENANCE NOT MISSION CAPABLE DEPOTPROGRAMMED DEPOT MAINTENANCE UNIT RECENTLY ACTIVATED CONVERSION NBC EQUIPMENT INOPERABLE OR UNCALIBRATED DAMAGE -BATTLE/COMBAT DAMAGEHULL STRUCTURE DAMAGED/INOPERATIVEAIRCRAFT ARRESTING GEAR DAMAGED/INOPERATIVEAIRCRAFT ASSAULTS DAMAGED/INOPERATIVEAIRCRAFT ASSAULTS DAMAGED/INOPERATIVEAUXILIARY MACHINERY DAMAGED/INOPERATIVEBOATS/BOAT STORAGE DAMAGED/INOPERATIVEBOATS/BOAT STORAGE DAMAGED/INOPERATIVECOUNTERMEASURES(ELECTRICAL/MECHANICAL) DAMAGED/INOPERATIVECOUNTERMEASURES(ELECTRICAL/MECHANICAL)

DAMAGED/INOPERATIVE—EQUIPMENT ENCIRCHESING R25 DAMAGED/INOPERATIVE—EQUIPMENT ENCIRCHESING R26 DAMAGED/INOPERATIVE—EQUIPMENT FIRE CONTROL R27 DAMAGED/INOPERATIVE—EQUIPMENT FIRE CONTROL R28 DAMAGED/INOPERATIVE—EQUIPMENT FIRE CONTROL R29 DAMAGED/INOPERATIVE—LAUNCHER TORPED R30 DAMAGED/INOPERATIVE—LAUNCHER TORPED R31 DAMAGED/INOPERATIVE—EADAR R32 DAMAGED/INOPERATIVE—EADAR R33 DAMAGED/INOPERATIVE—EADAR R34 DAMAGED/INOPERATIVE—EADAR R35 DAMAGED/INOPERATIVE—EADAR R36 DAMAGED/INOPERATIVE—SHAPT/PROPELLER/STEERING R37 DAMAGED/INOPERATIVE—SYSTEM DATA R36 DAMAGED/INOPERATIVE—SYSTEM DATA R37 DAMAGED/INOPERATIVE—SYSTEM GIN FIRE CONTROL R38 DAMAGED/INOPERATIVE—SYSTEM GIN FIRE CONTROL R39 DAMAGED/INOPERATIVE—SYSTEM HINTELLIGENCE PROCESSING R39 DAMAGED/INOPERATIVE—SYSTEM HINTELLIGENCE PROCESSING R30 DAMAGED/INOPERATIVE—SYSTEM MINIPELLIGENCE PROCESSING R31 DAMAGED/INOPERATIVE—SYSTEM MINIPELLIGENCE PROCESSING R39 DAMAGED/INOPERATIVE—SYSTEM MINIPELLIGENCE PROCESSING R39 DAMAGED/INOPERATIVE—SYSTEM MINIPELLIGENCE PROCESSING R30 DAMAGED/INOPERATIVE—SYSTEM MINIPELLIGENCE R40 DAMAGED/INOPERATIVE—SYSTEM MINIPELLIGENCE R41 DAMAGED/INOPERATIVE—SYSTEM MINIPELLIGENCE R42 DAMAGED/INOPERATIVE—SYSTEM MINIPELLIGENCE R44 DAMAGED/INOPERATIVE—SYSTEM MINIPELLIGENCE R45 DAMAGED/INOPERATIVE—SYSTEM MINIPELLIGENCE R46 DAMAGED/INOPERATIVE—SYSTEM FORPULSION R47 (RESERVED) R47 (RESERVED) R48 EQUIPMENT INSPECTION/CHECKOUT R49 EQUIPMENT INSPECTION/CHECKOUT R50 INSPECTION FAILED R51 INSUFFICIENT FUNDING R52 NOT MISSION CAPABLE MINIPENANCE—ALRCRAFT INSTRUMENTS R54 EQUIPMENT INSPECTION/CHECKOUT R55 INSUFFICIENT FUNDING R66 NOT MISSION CAPABLE MINITENANCE—ALRCRAFT INSTRUMENTS R67 NOT MISSION CAPABLE MINITENANCE—ALRCRAFT INSTRUMENTS R68 NOT MISSION CAPABLE SUPPLY—ALRCRAFT INSTRUMENTS R79 NOT MISSION CAPABLE SUPPLY—	R22	DAMAGED/INOPERATIVEEQUIPMENT COMMUNICATIONS
DAMAGED/INOPERATIVE-EQUIPMENT FINGINEERING	R23	
R25 DAMAGED/INDERATIVE-EQUIPMENT FIRE CONTROL R27 DAMAGED/INDERATIVE-IFF R28 DAMAGED/INOPERATIVE-LAUNCHER TORPEDO R29 DAMAGED/INOPERATIVE-LAUNCHER TORPEDO R30 DAMAGED/INOPERATIVE-LAUNCHER TORPEDO R31 DAMAGED/INOPERATIVE-NUCLEAR REACTOR PLANT/CONTROLS R31 DAMAGED/INOPERATIVE-RADAR R32 DAMAGED/INOPERATIVE-RADAR R33 DAMAGED/INOPERATIVE-RADAR SEARCH R34 DAMAGED/INOPERATIVE-SHATT/EDOPELLER/STEERING R35 DAMAGED/INOPERATIVE-SHATT/EDOPELLER/STEERING R36 DAMAGED/INOPERATIVE-SYSTEM GUN R37 DAMAGED/INOPERATIVE-SYSTEM GUN R37 DAMAGED/INOPERATIVE-SYSTEM GUN R37 DAMAGED/INOPERATIVE-SYSTEM GUN R38 DAMAGED/INOPERATIVE-SYSTEM INTELLIGENCE PROCESSING R39 DAMAGED/INOPERATIVE-SYSTEM INTELLIGENCE PROCESSING R39 DAMAGED/INOPERATIVE-SYSTEM INTELLIGENCE PROCESSING R39 DAMAGED/INOPERATIVE-SYSTEM INTELLIGENCE PROCESSING R39 DAMAGED/INOPERATIVE-SYSTEM NOPILISION R41 DAMAGED/INOPERATIVE-SYSTEM NOPILISION R42 DAMAGED/INOPERATIVE-SYSTEM NOPILISION R44 DAMAGED/INOPERATIVE-SYSTEM NOPILISION R44 DAMAGED/INOPERATIVE-SYSTEM NOPILISION R45 DAMAGED/INOPERATIVE-SYSTEM SOAR R46 DAMAGED/INOPERATIVE-SYSTEM SOAR R47 RESERVED R47 (RESERVED) R48 EQUIPMENT INSPECTION/CHECKOUT R49 EQUIPMENT INSPECTION/CHECKOUT R49 EQUIPMENT INSPECTION/CHECKOUT R50 EQUIPMENT INSPECTION/CHECKOUT R51 EQUIPMENT SHORTAGE R52 EQUIPMENT HOVER PASSED ACCEPTANCE TRIALS R54 EQUIPMENT HOVER PASSED ACCEPTANCE TRIALS R55 INSPECTION FAILED R56 INSPECTION FAILED R57 (RESERVED) R58 INSPECTION FAILED R59 INSTALLING FIELD CHANGES/ALTERATIONS/MODIFICATIONS R50 INSTALLING FIELD CHANGES/ALTERATIONS/MODIFICATIONS R51 INSTALLING FIELD CHANGES/ALTERATIONS/MODIFICAT		-
R26 DAMAGED/INOPERATIVEEQUIPMENT FLEET SUPPORT R27 DAMAGED/INOPERATIVE-LAUNCHER MISSILE R28 DAMAGED/INOPERATIVE-LAUNCHER TORPEDO R30 DAMAGED/INOPERATIVE-LAUNCHER TORPEDO R31 DAMAGED/INOPERATIVE-MUCLEAR REACTOR PLANT/CONTROLS R31 DAMAGED/INOPERATIVE-RADAR R32 DAMAGED/INOPERATIVE-RADAR R32 DAMAGED/INOPERATIVE-RADAR FIRE CONTROL R33 DAMAGED/INOPERATIVE-STADAR R34 DAMAGED/INOPERATIVE-SYSTEM GOVERNORS R35 DAMAGED/INOPERATIVE-SYSTEM GOVERNORS R36 DAMAGED/INOPERATIVE-SYSTEM GOVERNORS R37 DAMAGED/INOPERATIVE-SYSTEM GOVERNORS R38 DAMAGED/INOPERATIVE-SYSTEM GOVERNORS R39 DAMAGED/INOPERATIVE-SYSTEM MISSILE FIRE CONTROL R38 DAMAGED/INOPERATIVE-SYSTEM MISSILE FIRE CONTROL R39 DAMAGED/INOPERATIVE-SYSTEM MISSILE FIRE CONTROL R40 DAMAGED/INOPERATIVE-SYSTEM NAVIGATION R41 DAMAGED/INOPERATIVE-SYSTEM NAVIGATION R42 DAMAGED/INOPERATIVE-SYSTEM NORD R44 DAMAGED/INOPERATIVE-SYSTEM NORD R45 DAMAGED/INOPERATIVE-SYSTEM FROM SYSTEM MISSILE FIRE CONTROL R46 DAMAGED/INOPERATIVE-SYSTEM FORDILISION R47 DAMAGED/INOPERATIVE-SYSTEM FORDILISION R48 DAMAGED/INOPERATIVE-SYSTEM FORDILISION R49 DAMAGED/INOPERATIVE-SYSTEM FORDILISION R40 DAMAGED/INOPERATIVE-SYSTEM FORDILISION R41 DAMAGED/INOPERATIVE-SYSTEM FORDILISION R42 DAMAGED/INOPERATIVE-SYSTEM FORDILISION R44 DAMAGED/INOPERATIVE-SYSTEM FORDILISION R45 DAMAGED/INOPERATIVE-SYSTEM FORDILISION R46 DAMAGED/INOPERATIVE-SYSTEM FORDILISION R47 (RESERVED) R48 EQUIPMENT INSPECTION/CHECKOUT R49 EQUIPMENT INSPECTION/CHECKOUT R49 EQUIPMENT INSPECTION/CHECKOUT R49 EQUIPMENT MISSING RAPAGED/INDERATIVE-WEARDON'S) R47 (RESERVED) R50 EQUIPMENT MEVER PASSED ACCEPTANCE TRIALS R51 EQUIPMENT MEVER PASSED ACCEPTANCE TRIALS R52 EQUIPMENT MEMORIALE SUPPLY-AIRCRAFT FRAME R53 INSUPFICIANT FUNDING R54 EQUIPMENT MEMORIALE SUPPLY-AIRCRAFT FRAME R55 INSUPFICIANT FUNDING R56 MAINTENANCE-IN PROGRESS EXTENSIVE FIELD R67 NOT MISSION CAPABLE MAINTENANCE-AIRCRAFT MEMORIALITIES R68 NOT MISSION CAPABLE MAINTENANCE-AIRCRAFT MAUGATIONAL MAINTENANCE R69 NOT MISSION CAPABLE MAINTENANCE-AIRCRAFT MAUGATIONAL MAINTENANCE R71 NOT MISSION C		~
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RAW OPERATING BELOW DESIGNED SPECIFICATIONS RAX SHORTAGE SPARE ENGINES RAY AIRCRAFT DEPLOYED SEPARATE TASKING RBA MAINTENANCEIN PROGRESS ETIC LESS THAN 24 HOURS RBB MAINTENANCEIN PROGRESS ETIC MORE THAN 24 HOURS RBC AWAITING PARTSETIC LESS THAN 48 HOURS RBD AWAITING PARTSETIC MORE THAN 48 HOURS RBE UNIT REORGANIZING RBF COMBAT ESSENTIAL(PACING)ITEM INOPERATIVE RBG NOTIONAL UNITNOT EQUIPPED NOT MANNED RBH EQUIPMENT INOPERABLE DUE TO SCHOOL SUPPORT(TRAINING)MISSION RBI EQUIPMENT INOPERABLE DUE TO EXTENSIVE FIELD TRAINING RBJ EQUIPMENT INOPERABLE DUE TO EXTENSIVE ADMIN/NON-MISSION USE RBK EQUIPMENT NOT AVAILABLE DUE TO SERVICE CONSTRAINT-LOW ALO, TYPE B CADRE UNIT RBL DAMAGED OR INOPERATIVE FUELS EQUIPMENT	RAG RAH RAL RAN RAP RAQ RAR	PARTIAL MISSION CAPABLEMAINTENANCE PARTIAL MISSION CAPABLESUPPLY SHORTAGE SUSPENSION EQUIPMENT SHORTAGE AIRCRAFTLOANED/BAILED AIRCRAFT IN STORAGE AIRCRAFT OPERATIONAL LOSS AIRCRAFT COMBAT LOSS AIRCRAFTUNABLE TO MEET REQUIRED TURNAROUNDS
RAX SHORTAGE SPARE ENGINES RAY AIRCRAFT DEPLOYED SEPARATE TASKING RBA MAINTENANCEIN PROGRESS ETIC LESS THAN 24 HOURS RBB MAINTENANCEIN PROGRESS ETIC MORE THAN 24 HOURS RBC AWAITING PARTSETIC LESS THAN 48 HOURS RBD AWAITING PARTSETIC MORE THAN 48 HOURS RBE UNIT REORGANIZING RBF COMBAT ESSENTIAL(PACING)ITEM INOPERATIVE RBG NOTIONAL UNITNOT EQUIPPED NOT MANNED RBH EQUIPMENT INOPERABLE DUE TO SCHOOL SUPPORT(TRAINING)MISSION RBI EQUIPMENT INOPERABLE DUE TO EXTENSIVE FIELD TRAINING RBJ EQUIPMENT INOPERABLE DUE TO EXTENSIVE ADMIN/NON-MISSION USE RBK EQUIPMENT NOT AVAILABLE DUE TO SERVICE CONSTRAINT-LOW ALO, TYPE B CADRE UNIT RBL DAMAGED OR INOPERATIVE FUELS EQUIPMENT	RAG RAH RAL RAN RAP RAQ RAR RAS RAT	PARTIAL MISSION CAPABLEMAINTENANCE PARTIAL MISSION CAPABLESUPPLY SHORTAGE SUSPENSION EQUIPMENT SHORTAGE AIRCRAFTLOANED/BAILED AIRCRAFT IN STORAGE AIRCRAFT OPERATIONAL LOSS AIRCRAFT COMBAT LOSS AIRCRAFTUNABLE TO MEET REQUIRED TURNAROUNDS NOT MISSION CAPABLE DEPOTMAJOR MODIFICATIONS REQUIRED
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RBB MAINTENANCEIN PROGRESS ETIC MORE THAN 24 HOURS RBC AWAITING PARTSETIC LESS THAN 48 HOURS RBD AWAITING PARTSETIC MORE THAN 48 HOURS RBE UNIT REORGANIZING RBF COMBAT ESSENTIAL(PACING)ITEM INOPERATIVE RBG NOTIONAL UNITNOT EQUIPPED NOT MANNED RBH EQUIPMENT INOPERABLE DUE TO SCHOOL SUPPORT(TRAINING)MISSION RBI EQUIPMENT INOPERABLE DUE TO EXTENSIVE FIELD TRAINING RBJ EQUIPMENT INOPERABLE DUE TO EXTENSIVE ADMIN/NON-MISSION USE RBK EQUIPMENT NOT AVAILABLE DUE TO SERVICE CONSTRAINT-LOW ALO, TYPE B CADRE UNIT RBL DAMAGED OR INOPERATIVE FUELS EQUIPMENT RBM DAMAGED OR INOPERATIVE MHE EQUIPMENT	RAG RAH RAL RAN RAP RAQ RAR RAS RAT RAU RAV RAW	PARTIAL MISSION CAPABLEMAINTENANCE PARTIAL MISSION CAPABLESUPPLY SHORTAGE SUSPENSION EQUIPMENT SHORTAGE AIRCRAFTLOANED/BAILED AIRCRAFT IN STORAGE AIRCRAFT OPERATIONAL LOSS AIRCRAFT COMBAT LOSS AIRCRAFTUNABLE TO MEET REQUIRED TURNAROUNDS NOT MISSION CAPABLE DEPOTMAJOR MODIFICATIONS REQUIRED SHORTAGE AIRCRAFTDEPLOYED SHORTAGE AIRCRAFTPOSSESS VS AUTHORIZED USE OPERATING BELOW DESIGNED SPECIFICATIONS
RBC AWAITING PARTSETIC LESS THAN 48 HOURS RBD AWAITING PARTSETIC MORE THAN 48 HOURS RBE UNIT REORGANIZING RBF COMBAT ESSENTIAL(PACING)ITEM INOPERATIVE RBG NOTIONAL UNITNOT EQUIPPED NOT MANNED RBH EQUIPMENT INOPERABLE DUE TO SCHOOL SUPPORT(TRAINING)MISSION RBI EQUIPMENT INOPERABLE DUE TO EXTENSIVE FIELD TRAINING RBJ EQUIPMENT INOPERABLE DUE TO EXTENSIVE ADMIN/NON-MISSION USE RBK EQUIPMENT NOT AVAILABLE DUE TO SERVICE CONSTRAINT-LOW ALO, TYPE B CADRE UNIT RBL DAMAGED OR INOPERATIVE FUELS EQUIPMENT	RAG RAH RAL RAN RAP RAQ RAR RAS RAT RAU RAV RAW RAX	PARTIAL MISSION CAPABLEMAINTENANCE PARTIAL MISSION CAPABLESUPPLY SHORTAGE SUSPENSION EQUIPMENT SHORTAGE AIRCRAFTLOANED/BAILED AIRCRAFT IN STORAGE AIRCRAFT OPERATIONAL LOSS AIRCRAFT COMBAT LOSS AIRCRAFTUNABLE TO MEET REQUIRED TURNAROUNDS NOT MISSION CAPABLE DEPOTMAJOR MODIFICATIONS REQUIRED SHORTAGE AIRCRAFTDEPLOYED SHORTAGE AIRCRAFTPOSSESS VS AUTHORIZED USE OPERATING BELOW DESIGNED SPECIFICATIONS SHORTAGE SPARE ENGINES
RBD AWAITING PARTSETIC MORE THAN 48 HOURS RBE UNIT REORGANIZING RBF COMBAT ESSENTIAL(PACING)ITEM INOPERATIVE RBG NOTIONAL UNITNOT EQUIPPED NOT MANNED RBH EQUIPMENT INOPERABLE DUE TO SCHOOL SUPPORT(TRAINING)MISSION RBI EQUIPMENT INOPERABLE DUE TO EXTENSIVE FIELD TRAINING RBJ EQUIPMENT INOPERABLE DUE TO EXTENSIVE ADMIN/NON-MISSION USE RBK EQUIPMENT NOT AVAILABLE DUE TO SERVICE CONSTRAINT-LOW ALO, TYPE B CADRE UNIT RBL DAMAGED OR INOPERATIVE FUELS EQUIPMENT RBM DAMAGED OR INOPERATIVE MHE EQUIPMENT	RAG RAH RAL RAN RAP RAQ RAR RAS RAT RAU RAV RAW RAX RAY	PARTIAL MISSION CAPABLEMAINTENANCE PARTIAL MISSION CAPABLESUPPLY SHORTAGE SUSPENSION EQUIPMENT SHORTAGE AIRCRAFTLOANED/BAILED AIRCRAFT IN STORAGE AIRCRAFT OPERATIONAL LOSS AIRCRAFT COMBAT LOSS AIRCRAFTUNABLE TO MEET REQUIRED TURNAROUNDS NOT MISSION CAPABLE DEPOTMAJOR MODIFICATIONS REQUIRED SHORTAGE AIRCRAFTDEPLOYED SHORTAGE AIRCRAFTPOSSESS VS AUTHORIZED USE OPERATING BELOW DESIGNED SPECIFICATIONS SHORTAGE SPARE ENGINES AIRCRAFT DEPLOYED SEPARATE TASKING
RBE UNIT REORGANIZING RBF COMBAT ESSENTIAL(PACING)ITEM INOPERATIVE RBG NOTIONAL UNITNOT EQUIPPED NOT MANNED RBH EQUIPMENT INOPERABLE DUE TO SCHOOL SUPPORT(TRAINING)MISSION RBI EQUIPMENT INOPERABLE DUE TO EXTENSIVE FIELD TRAINING RBJ EQUIPMENT INOPERABLE DUE TO EXTENSIVE ADMIN/NON-MISSION USE RBK EQUIPMENT NOT AVAILABLE DUE TO SERVICE CONSTRAINT-LOW ALO, TYPE B CADRE UNIT RBL DAMAGED OR INOPERATIVE FUELS EQUIPMENT RBM DAMAGED OR INOPERATIVE MHE EQUIPMENT	RAG RAH RAL RAN RAP RAQ RAR RAS RAT RAU RAV RAW RAX RAY RBA	PARTIAL MISSION CAPABLEMAINTENANCE PARTIAL MISSION CAPABLESUPPLY SHORTAGE SUSPENSION EQUIPMENT SHORTAGE AIRCRAFTLOANED/BAILED AIRCRAFT IN STORAGE AIRCRAFT OPERATIONAL LOSS AIRCRAFT COMBAT LOSS AIRCRAFTUNABLE TO MEET REQUIRED TURNAROUNDS NOT MISSION CAPABLE DEPOTMAJOR MODIFICATIONS REQUIRED SHORTAGE AIRCRAFTDEPLOYED SHORTAGE AIRCRAFTPOSSESS VS AUTHORIZED USE OPERATING BELOW DESIGNED SPECIFICATIONS SHORTAGE SPARE ENGINES AIRCRAFT DEPLOYED SEPARATE TASKING MAINTENANCEIN PROGRESS ETIC LESS THAN 24 HOURS
RBF COMBAT ESSENTIAL(PACING)ITEM INOPERATIVE RBG NOTIONAL UNITNOT EQUIPPED NOT MANNED RBH EQUIPMENT INOPERABLE DUE TO SCHOOL SUPPORT(TRAINING)MISSION RBI EQUIPMENT INOPERABLE DUE TO EXTENSIVE FIELD TRAINING RBJ EQUIPMENT INOPERABLE DUE TO EXTENSIVE ADMIN/NON-MISSION USE RBK EQUIPMENT NOT AVAILABLE DUE TO SERVICE CONSTRAINT-LOW ALO, TYPE B CADRE UNIT RBL DAMAGED OR INOPERATIVE FUELS EQUIPMENT RBM DAMAGED OR INOPERATIVE MHE EQUIPMENT	RAG RAH RAL RAN RAP RAQ RAR RAS RAT RAU RAV RAW RAX RAY RBA RBB	PARTIAL MISSION CAPABLEMAINTENANCE PARTIAL MISSION CAPABLESUPPLY SHORTAGE SUSPENSION EQUIPMENT SHORTAGE AIRCRAFTLOANED/BAILED AIRCRAFT IN STORAGE AIRCRAFT OPERATIONAL LOSS AIRCRAFT COMBAT LOSS AIRCRAFTUNABLE TO MEET REQUIRED TURNAROUNDS NOT MISSION CAPABLE DEPOTMAJOR MODIFICATIONS REQUIRED SHORTAGE AIRCRAFTDEPLOYED SHORTAGE AIRCRAFTPOSSESS VS AUTHORIZED USE OPERATING BELOW DESIGNED SPECIFICATIONS SHORTAGE SPARE ENGINES AIRCRAFT DEPLOYED SEPARATE TASKING MAINTENANCEIN PROGRESS ETIC LESS THAN 24 HOURS MAINTENANCEIN PROGRESS ETIC MORE THAN 24 HOURS
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RBH EQUIPMENT INOPERABLE DUE TO SCHOOL SUPPORT(TRAINING)MISSION RBI EQUIPMENT INOPERABLE DUE TO EXTENSIVE FIELD TRAINING RBJ EQUIPMENT INOPERABLE DUE TO EXTENSIVE ADMIN/NON-MISSION USE RBK EQUIPMENT NOT AVAILABLE DUE TO SERVICE CONSTRAINT-LOW ALO, TYPE B CADRE UNIT RBL DAMAGED OR INOPERATIVE FUELS EQUIPMENT RBM DAMAGED OR INOPERATIVE MHE EQUIPMENT	RAG RAH RAL RAN RAP RAQ RAR RAS RAT RAU RAV RAW RAX RAY RBA RBB RBC RBD	PARTIAL MISSION CAPABLEMAINTENANCE PARTIAL MISSION CAPABLESUPPLY SHORTAGE SUSPENSION EQUIPMENT SHORTAGE AIRCRAFTLOANED/BAILED AIRCRAFT IN STORAGE AIRCRAFT OPERATIONAL LOSS AIRCRAFT COMBAT LOSS AIRCRAFTUNABLE TO MEET REQUIRED TURNAROUNDS NOT MISSION CAPABLE DEPOTMAJOR MODIFICATIONS REQUIRED SHORTAGE AIRCRAFTDEPLOYED SHORTAGE AIRCRAFTPOSSESS VS AUTHORIZED USE OPERATING BELOW DESIGNED SPECIFICATIONS SHORTAGE SPARE ENGINES AIRCRAFT DEPLOYED SEPARATE TASKING MAINTENANCEIN PROGRESS ETIC LESS THAN 24 HOURS MAINTENANCEIN PROGRESS ETIC MORE THAN 24 HOURS AWAITING PARTSETIC LESS THAN 48 HOURS AWAITING PARTSETIC MORE THAN 48 HOURS
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RBJ EQUIPMENT INOPERABLE DUE TO EXTENSIVE ADMIN/NON-MISSION USE RBK EQUIPMENT NOT AVAILABLE DUE TO SERVICE CONSTRAINT-LOW ALO, TYPE B CADRE UNIT RBL DAMAGED OR INOPERATIVE FUELS EQUIPMENT RBM DAMAGED OR INOPERATIVE MHE EQUIPMENT	RAG RAH RAL RAN RAP RAQ RAR RAS RAT RAU RAV RAW RAX RAY RBA RBB RBC RBD RBE RBF	PARTIAL MISSION CAPABLEMAINTENANCE PARTIAL MISSION CAPABLE-SUPPLY SHORTAGE SUSPENSION EQUIPMENT SHORTAGE AIRCRAFTLOANED/BAILED AIRCRAFT IN STORAGE AIRCRAFT OPERATIONAL LOSS AIRCRAFT COMBAT LOSS AIRCRAFTUNABLE TO MEET REQUIRED TURNAROUNDS NOT MISSION CAPABLE DEPOTMAJOR MODIFICATIONS REQUIRED SHORTAGE AIRCRAFTDEPLOYED SHORTAGE AIRCRAFTPOSSESS VS AUTHORIZED USE OPERATING BELOW DESIGNED SPECIFICATIONS SHORTAGE SPARE ENGINES AIRCRAFT DEPLOYED SEPARATE TASKING MAINTENANCEIN PROGRESS ETIC LESS THAN 24 HOURS AWAITING PARTSETIC LESS THAN 48 HOURS AWAITING PARTSETIC LESS THAN 48 HOURS UNIT REORGANIZING COMBAT ESSENTIAL(PACING)ITEM INOPERATIVE
RBK EQUIPMENT NOT AVAILABLE DUE TO SERVICE CONSTRAINT-LOW ALO, TYPE B CADRE UNIT RBL DAMAGED OR INOPERATIVE FUELS EQUIPMENT RBM DAMAGED OR INOPERATIVE MHE EQUIPMENT	RAG RAH RAL RAN RAP RAQ RAR RAS RAT RAU RAV RAW RAX RAY RBA RBB RBC RBD RBE RBF RBG	PARTIAL MISSION CAPABLEMAINTENANCE PARTIAL MISSION CAPABLESUPPLY SHORTAGE SUSPENSION EQUIPMENT SHORTAGE AIRCRAFTLOANED/BAILED AIRCRAFT IN STORAGE AIRCRAFT OPERATIONAL LOSS AIRCRAFT COMBAT LOSS AIRCRAFT-UNABLE TO MEET REQUIRED TURNAROUNDS NOT MISSION CAPABLE DEPOTMAJOR MODIFICATIONS REQUIRED SHORTAGE AIRCRAFTDEPLOYED SHORTAGE AIRCRAFTPOSSESS VS AUTHORIZED USE OPERATING BELOW DESIGNED SPECIFICATIONS SHORTAGE SPARE ENGINES AIRCRAFT DEPLOYED SEPARATE TASKING MAINTENANCEIN PROGRESS ETIC LESS THAN 24 HOURS MAINTENANCEIN PROGRESS ETIC MORE THAN 24 HOURS AWAITING PARTSETIC LESS THAN 48 HOURS AWAITING PARTSETIC MORE THAN 48 HOURS UNIT REORGANIZING COMBAT ESSENTIAL(PACING)ITEM INOPERATIVE NOTIONAL UNITNOT EQUIPPED NOT MANNED
RBL DAMAGED OR INOPERATIVE FUELS EQUIPMENT RBM DAMAGED OR INOPERATIVE MHE EQUIPMENT	RAG RAH RAL RAN RAP RAQ RAR RAS RAT RAU RAV RAW RAX RAY RBA RBB RBC RBD RBE RBF RBG RBH	PARTIAL MISSION CAPABLEMAINTENANCE PARTIAL MISSION CAPABLESUPPLY SHORTAGE SUSPENSION EQUIPMENT SHORTAGE AIRCRAFTLOANED/BAILED AIRCRAFT IN STORAGE AIRCRAFT OPERATIONAL LOSS AIRCRAFT COMBAT LOSS AIRCRAFT COMBAT LOSS AIRCRAFTUNABLE TO MEET REQUIRED TURNAROUNDS NOT MISSION CAPABLE DEPOTMAJOR MODIFICATIONS REQUIRED SHORTAGE AIRCRAFTDEPLOYED SHORTAGE AIRCRAFTPOSSESS VS AUTHORIZED USE OPERATING BELOW DESIGNED SPECIFICATIONS SHORTAGE SPARE ENGINES AIRCRAFT DEPLOYED SEPARATE TASKING MAINTENANCEIN PROGRESS ETIC LESS THAN 24 HOURS MAINTENANCEIN PROGRESS ETIC MORE THAN 24 HOURS AWAITING PARTSETIC LESS THAN 48 HOURS UNIT REORGANIZING COMBAT ESSENTIAL (PACING) ITEM INOPERATIVE NOTIONAL UNITNOT EQUIPPED NOT MANNED EQUIPMENT INOPERABLE DUE TO SCHOOL SUPPORT (TRAINING) MISSION
RBM DAMAGED OR INOPERATIVE MHE EQUIPMENT	RAG RAH RAL RAN RAP RAQ RAR RAS RAT RAU RAV RAW RAX RAY RBA RBB RBC RBD RBE RBF RBG RBH RBI	PARTIAL MISSION CAPABLEMAINTENANCE PARTIAL MISSION CAPABLESUPPLY SHORTAGE SUSPENSION EQUIPMENT SHORTAGE AIRCRAFTLOANED/BAILED AIRCRAFT IN STORAGE AIRCRAFT OPERATIONAL LOSS AIRCRAFT COMBAT LOSS AIRCRAFTUNABLE TO MEET REQUIRED TURNAROUNDS NOT MISSION CAPABLE DEPOTMAJOR MODIFICATIONS REQUIRED SHORTAGE AIRCRAFTDEPLOYED SHORTAGE AIRCRAFTPOSSESS VS AUTHORIZED USE OPERATING BELOW DESIGNED SPECIFICATIONS SHORTAGE SPARE ENGINES AIRCRAFT DEPLOYED SEPARATE TASKING MAINTENANCEIN PROGRESS ETIC LESS THAN 24 HOURS AWAITING PARTSETIC LESS THAN 48 HOURS AWAITING PARTSETIC MORE THAN 48 HOURS UNIT REORGANIZING COMBAT ESSENTIAL (PACING) ITEM INOPERATIVE NOTIONAL UNITNOT EQUIPPED NOT MANNED EQUIPMENT INOPERABLE DUE TO SCHOOL SUPPORT (TRAINING) MISSION EQUIPMENT INOPERABLE DUE TO EXTENSIVE FIELD TRAINING
	RAG RAH RAL RAN RAP RAQ RAR RAS RAT RAU RAV RAW RAX RAY RBA RBB RBC RBD RBE RBF RBG RBH RBI RBJ RBK	PARTIAL MISSION CAPABLEMAINTENANCE PARTIAL MISSION CAPABLE-SUPPLY SHORTAGE SUSPENSION EQUIPMENT SHORTAGE AIRCRAFTLOANED/BAILED AIRCRAFT IN STORAGE AIRCRAFT IN STORAGE AIRCRAFT COMBAT LOSS AIRCRAFT COMBAT LOSS AIRCRAFT-UNABLE TO MEET REQUIRED TURNAROUNDS NOT MISSION CAPABLE DEPOTMAJOR MODIFICATIONS REQUIRED SHORTAGE AIRCRAFTDEPLOYED SHORTAGE AIRCRAFTPOSSESS VS AUTHORIZED USE OPERATING BELOW DESIGNED SPECIFICATIONS SHORTAGE SPARE ENGINES AIRCRAFT DEPLOYED SEPARATE TASKING MAINTENANCEIN PROGRESS ETIC MORE THAN 24 HOURS AWAITING PARTSETIC LESS THAN 48 HOURS AWAITING PARTSETIC LESS THAN 48 HOURS UNIT REORGANIZING COMBAT ESSENTIAL(PACING)ITEM INOPERATIVE NOTIONAL UNITNOT EQUIPPED NOT MANNED EQUIPMENT INOPERABLE DUE TO SCHOOL SUPPORT(TRAINING)MISSION EQUIPMENT INOPERABLE DUE TO EXTENSIVE FIELD TRAINING
RBN DAMAGED OR INOPERATIVE CRYOGENIC EOUIPMENT	RAG RAH RAL RAN RAP RAQ RAR RAS RAT RAU RAV RAW RAX RAY RBA RBB RBC RBD RBE RBF RBG RBH RBI RBJ RBK	PARTIAL MISSION CAPABLEMAINTENANCE PARTIAL MISSION CAPABLESUPPLY SHORTAGE SUSPENSION EQUIPMENT SHORTAGE AIRCRAFTLOANED/BAILED AIRCRAFT IN STORAGE AIRCRAFT OPERATIONAL LOSS AIRCRAFT COMBAT LOSS AIRCRAFT-UNABLE TO MEET REQUIRED TURNAROUNDS NOT MISSION CAPABLE DEPOTMAJOR MODIFICATIONS REQUIRED SHORTAGE AIRCRAFTDEPLOYED SHORTAGE AIRCRAFTPOSSESS VS AUTHORIZED USE OPERATING BELOW DESIGNED SPECIFICATIONS SHORTAGE SPARE ENGINES AIRCRAFT DEPLOYED SEPARATE TASKING MAINTENANCEIN PROGRESS ETIC LESS THAN 24 HOURS AWAITING PARTSETIC LESS THAN 48 HOURS AWAITING PARTSETIC MORE THAN 48 HOURS UNIT REORGANIZING COMBAT ESSENTIAL (PACING) ITEM INOPERATIVE NOTIONAL UNITNOT EQUIPPED NOT MANNED EQUIPMENT INOPERABLE DUE TO EXTENSIVE FIELD TRAINING EQUIPMENT INOPERABLE DUE TO EXTENSIVE FIELD TRAINING EQUIPMENT INOPERABLE DUE TO EXTENSIVE ADMIN/NON-MISSION USE EQUIPMENT INOPERABLE DUE TO EXTENSIVE ADMIN/NON-MISSION USE
	RAG RAH RAL RAN RAP RAQ RAR RAS RAT RAU RAV RAW RAX RAY RBA RBB RBC RBD RBE RBF RBG RBH RBI RBJ RBK RBL	PARTIAL MISSION CAPABLEMAINTENANCE PARTIAL MISSION CAPABLESUPPLY SHORTAGE SUSPENSION EQUIPMENT SHORTAGE AIRCRAFTLOANED/BAILED AIRCRAFT IN STORAGE AIRCRAFT OPERATIONAL LOSS AIRCRAFT COMBAT LOSS AIRCRAFTUNABLE TO MEET REQUIRED TURNAROUNDS NOT MISSION CAPABLE DEPOTMAJOR MODIFICATIONS REQUIRED SHORTAGE AIRCRAFTDEPLOYED SHORTAGE AIRCRAFTPOSSESS VS AUTHORIZED USE OPERATING BELOW DESIGNED SPECIFICATIONS SHORTAGE SPARE ENGINES AIRCRAFT DEPLOYED SEPARATE TASKING MAINTENANCEIN PROGRESS ETIC LESS THAN 24 HOURS MAINTENANCEIN PROGRESS ETIC MORE THAN 24 HOURS AWAITING PARTSETIC LESS THAN 48 HOURS AWAITING PARTSETIC LESS THAN 48 HOURS UNIT REORGANIZING COMBAT ESSENTIAL (PACING) ITEM INOPERATIVE NOTIONAL UNITNOT EQUIPPED NOT MANNED EQUIPMENT INOPERABLE DUE TO SCHOOL SUPPORT (TRAINING) MISSION EQUIPMENT INOPERABLE DUE TO EXTENSIVE FIELD TRAINING EQUIPMENT INOPERABLE DUE TO EXTENSIVE FIELD TRAINING EQUIPMENT INOPERABLE DUE TO EXTENSIVE ADMIN/NON-MISSION USE EQUIPMENT INOPERABLE DUE TO EXTENSIVE ADMIN/NON-MISSION USE

RBP	SHORTAGE REPAIR PARTS/SPARES(ASL/PLL)X
RBO	INOPERABLESAFETY
RBS	DAMAGED/INOPERABLEACCIDENT
RNM	AREA NOT MEASURED BY PARENT SERVICE DIRECTION
RUP	COMMANDER'S JUDGMENT RAISED OVERALL C-LEVEL
S01	AIRCRAFT CONVERSION TO NUCLEAR ORDNANCE INCOMPLETE
S02	AIRCRAFT CONVERSION FOR MINES INCOMPLETE
S03	AIRCRAFT IN STORAGE
S04	AIRCRAFT NOT FULLY EQUIPPED
S05	AIRCRAFT ON LOAN
S06	AIRCRAFT OPERATIONAL LOSS
S07	ALLOWED EQUIPMENT AWAY FOR REPAIRS
S08	ALLOWED EQUIPMENT AWAY ON LOAN
S09	ALLOWED EQUIPMENT NEVER RECEIVED
S10	AMMUNITION UNSERVICEABLE SUSPENDED
S11	AWAITING CRITICAL MODIFICATION
S12	COMPONENT LOW-DENSITY END ITEM UNSATISFACTORY
S13	EQUIPMENT IN ADMINISTRATIVE STORAGE
S14	EQUIPMENT REMOVED
S15	MISSILES INOPERATIVE
S16	OBSOLETE EQUIPMENT
S17	ORGANIZATION DECOMMISSIONING DEACTIVATING
S18	ORGANIZATION RECENTLY ACTIVATED REORGANIZED
S19	RADAR EQUIPMENT UNAVAILABLE
S20	SPARES LOW-DENSITY END ITEM UNSATISFACTORY
S21	SUBORDINATE ORGANIZATION DETACHED
S22	SHORTAGEAMMUNITION
S23	(RESERVED)
S24	SHORTAGEATTACHED ELEMENT
S25	SHORTAGECOMMUNICATIONS EQUIPMENT
S26	SHORTAGECONSUMABLES
S27	SHORTAGEMAJOR END-ITEM
S28	SHORTAGEENGINEERING EQUIPMENT
S29	SHORTAGEGENERAL SUPPLY EQUIPMENT
S30	SHORTAGEPROVISIONS
S31	SHORTAGEREPAIR PARTS SPARES(ALLOWANCE LIST ITEM)
S32	SHORTAGEREPAIR PARTS(NOT ALLOWANCE LIST ITEM)
S33	SHORTAGEREPAIR PARTS(MOUNT OUT)
S34	SHORTAGEREPAIR PARTS(OPSTK)
S35	SHORTAGESECONDARY REPAIRABLE
S36	SHORTAGESPECIAL SUPPLY EQUIPMENT
S37	SHORTAGESTOCK SUPPLY
S38	SHORTAGESUPPLY(MARINE CORPS)
S39	SHORTAGESUPPLY(NAVY)
S40	SHORTAGESUPPORTING EQUIPMENT
S41	SHORTAGETEST EQUIPMENT
S42	SHORTAGETABLE OF EQUIPMENT
S43	SHORTAGEVEHICLE(S)
S44	SHORTAGEWAR READINESS SPARE KITS
S45	SHORTAGE/OFFLOADEDAIRCRAFT
S46	SHORTAGE/OFFLOADEDAMMUNITION AIRSTRIKE
S47	SHORTAGE/OFFLOADEDAMMUNITION GUN
S48	SHORTAGE/OFFLOADEDAMMUNITION ANTIAIR WARFARE
S49	SHORTAGE/OFFLOADEDANTI-SUBMARINE WARFARE WEAPONS
S50	SHORTAGE/OFFLOADEDFUEL
S51	SHORTAGE/OFFLOADEDMISSILE(SAM)
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S52	SHORTAGE/OFFLOADEDTORPEDO
S53	UNSERVICEABLE - TORPEDO
S54	AIRCRAFT COMBAT LOSS
S55	MISSILES UNSERVICEABLE
S56	INSUFFICIENT FUEL
S57	SHORTAGE OF SUPPORT EQUIPMENT
S58	SHORTAGE OF SUPPORT EQUIPMENT SHORTAGE SPARE ENGINES
S59	
	AMMUNITION NOT INSPECTED
S60	AMMUNITIONLACK OF UPLOAD EXERCISE
S61	AMMUNITIONDEFICIENCIES IN UPLOAD EXERCISE
S62	PLL/ASL-SHORTAGE ON REQUEST
S63	PLL/ASL-SHORTAGE NOT ON REQUEST
S64	SHORTAGENBC EQUIPMENT
S65	AMMUNITIONFAILED INSPECTION
S66	INSUFFICIENT FUNDS
S67	AIRCRAFT DEPLOYED SEPARATE TASKING
S68	SHORTAGEINDIVIDUAL TOOL KIT
S69	SHORTAGEMOBILITY BAG
S70	SHORTAGEFIREFIGHTER PROTECTIVE CLOTHING
S71	SHORTAGE463L MHE
S72	SHORTAGEMHE OTHER
S73	SHORTAGEMOBILITY GEAR(EXCEPT MHE)
S74	SHORTAGEA/E KITS
S75	SHORTAGESHELTERS
S76	SHORTAGEOPERATING ROOM EQUIPMENT
S77	SHORTAGEGENERATORS
S78	SHORTAGELABORATORY EQUIPMENT
S79	SHORTAGEHOSPITAL BEDS
S80	SHORTAGEWEAPONS
S81	SHORTAGEPROTECTIVE EQUIPMENT
S82	SHORTAGEINTRUSION PROTECTION EQUIPMENT
S83	EQUIPMENT ON LOAN
S84	EQUIPMENT DEPLOYED(MISSION SUPPORT)
S85	MAJOR EQUIPMENT IN DEPOT MODIFICATION
S86	MAJOR EQUIPMENT IN LOCAL MODIFICATION
S87	SHORTAGEBASE LEVEL SELF-SUFFICIENCY SPARES
S88	MAJOR EQUIPMENT IN PROGRAMMED DEPOT MAINTENANCE
S89	SHORTAGEDX ITEMS AUTHORIZED FOR STORAGE
S90	SHORT COMBAT ESSENTIAL (PACING) ITEMS
S91	UNIT REORGANIZING
S92	EQUIPMENT NOT AVAILABLE DUE TO SCHOOL SUPPORT (TRAINING) MISSION
S93	EQUIPMENT SHORTAGESERVICE CONSTRAINT(LOWW ALO TYPE B CADRE UNIT)
S94	NOTIONAL UNITNOT MANNED NOT EQUIPPED
S95	UNIT UNDERGOING MAJOR EQUIPMENT CONVERSION
S96	SHORTAGEREFUELING VEHICLES
S97	SHORTAGEREFUELING DISPENSING EQUIPMENT
S98	SHORTAGECRYOGENIC PRODUCTION EQUIPMENT
S99	SHORTAGEFIRE SUPPORT EQUIPMENT
SAC	UNIT BEING ACTIVATED
SNM	AREA NOT MEASURED BY PARENT SERVICE DIRECTION
SNP	UNIT PLACED IN CADRE STATUS BY PARENT SERVICE
SRD	UNIT BEING REACTIVATED (REORGANIZED)
STW	TRAINING UNIT WITH WARTIME TASKING MISSION
SUM	UNIT NOT MANNED OR EQUIPPED; REQUIRED IN WARTIME STRUCTURE
SUP	COMMANDER'S JUDGMENT RAISED OVERALL C-LEVEL
T01	ADMINISTRATIVE DEADLINE EQUIPMENT
TOT	VANITATATIVALIAE DEWANTINE EÄOTEMENI

T02	DEADLINE DATE OF MATOR COMMUNICATIONS (FLECTRONIC TREMS DESCRIVED TRAINING
	DEADLINE RATE OF MAJOR COMMUNICATIONS/ELECTRONIC ITEMS RESTRICTS TRAINING
Т03	INADEQUATE ONBOARD TRAINING DEVICES
Т04	INADEQUATE RANGE SERVICES
T05	INADEQUATESCHOOL QUOTAS
T06	INADEQUATETARGET SERVICES
T07	INADEQUATETRAINING AMMUNITION
T08	INADEQUATETRAINING AREAS
T09	INCOMPLETEEXERCISE/INSPECTIONS
T10	INCOMPLETEFIRING/PROFICIENCY TESTS
T11	INSUFFICIENTCREWS NOT CATEGORY
T12	INSUFFICIENTCREWS NOT CATEGORY 1, ENLISTED
T13	INSUFFICIENTFLIGHT OPERATIONS MARINE AIR CONTROL SQUADRONS
Т14	INSUFFICIENTFLIGHT OPERATIONS MARINE AIR TRAFFIC CONTROL UNIT
T15	INSUFFICIENTFUNDING
T16	INSUFFICIENTNAVAL FLIGHT OFFICERS NOT CATEGORY 1
T17	INSUFFICIENTPILOTS NOT CATEGORY 1
T18	INSUFFICIENT-TYPE TRAINING TIME
T19	INSPECTIONFAILED INITIAL CERTIFICATION
	INSPECTIONFAILED INITIAL CERTIFICATION INSPECTIONFAILED RECERTIFICATIONS
T20	
T21	MOS IMBALANCES
T22	NAVAL AVIATION TRAINING OPERATIONS QUALIFICATIONS
T23	OPERATIONAL COMMITMENTS
T24	ORGANIZATION ACTIVATING
T25	ORGANIZATION DECOMMISSIONING/DEACTIVATING
T26	ORGANIZATION IN ROTATIONAL DEPLOYMENT
T27	PERSONNEL NOT CATEGORY 1
T28	PERSONNEL TURNOVER EXCESSIVE
T29	SHORTAGEAMPHIBIOUS SHIPPING
Т30	SHORTAGECREW CHIEF
T31	SHORTAGEEQUIPMENT
T32	SHORTAGEINSTRUCTOR
T33	SHORTAGEINSTRUCTOR PILOT/AIRCREW
T34	SHORTAGELEADERSHIP POSITION PERSONNEL
T35	SHORTAGENCO SENIOR
T36	SHORTAGEOFFICER QUALIFIED
T37	SHORTAGE OFFICER QUALIFIED SHORTAGEPERSONNEL
T38	SHORTAGE FERSONNEL SHORTAGETECHNICAL SKILL PERSONNEL
T39	
	SQUAD/CREW QUALIFICATION LOW
T40	TESTSUNSATISFACTORY C-LEVEL
T41	TRAINING INCOMPLETE
T42	TRAINING INCOMPLETE AIR WARFARE
T43	TRAINING INCOMPLETE AMPHIBIOUS WARFARE
T44	TRAINING INCOMPLETEANTIAIR WARFARE
T45	AVIATORTRAINING STATUS DEGRADED
T46	NBC DEFENSIVE TRAINING INCOMPLETE
T47	UNIT REORGANIZING
T48	NOTIONAL UNITUNMANNED UNEQUIPPED
T49	TRAINING UNIT WITH WARTIME MISSION TASKING CAPABILITY
T50	TRAINING INCOMPLETEMOBILITY
T51	TRAINING INCOMPLETEMAJOR EQUIPMENT CONVERSION
T52	TRAINING INCOMPLETESPECIAL WARFARE
T53	TRAINING INCOMPLETEDUE TO SCHOOL SUPPORT MISSION
T54	TRAINING INCOMPLETEDUE TO SERVICE CONSTRAINT(LOW ALO TYPE B CADRE UNIT)
T55	TRAINING INCOMPLETE SUBORDINATE ORGANIZATION(S) IN STANDBY STATUS
T56	TRAINING INCOMPLETE - TEAMS
T57	TRAINING INCOMPLETE FUEL SHORTAGE
/	TITILITIES THOUGH TOTAL SHOWING

T58	PERSONNEL SHORTAGECOMBAT CREWS
T59	PERSONNEL SHORTAGECREW CHIEF
T60	PERSONNEL SHORTAGEENLISTED AIRCREW MEMBERS
T61	PERSONNEL SHORTAGENAVIGATOR/OBSERVER
Т62	PERSONNEL SHORTAGEPILOT
Т63	PERSONNEL SHORTAGEOFFICER AIRCREW-OTHER
Т64	CASUALTIES
Т65	TRAINING INCOMPLETENUCLEAR WEAPONS
Т66	TRAINING INCOMPLETEBORROWED MANPOWER
Т67	INSPECTIONUNIT HAS NOT PASSED CERTIFICATION INSPECTION
Т68	INSUFFICIENTFLIGHT HOURS
Т69	CREWS DEPLOYED SEPARATE TASKING
Т70	TRAINING INCOMPLETELACK OF AERIAL COMBAT TACTICS
Т71	INSUFFICIENT CREWS NOT CATEGORY 1:ENLISTED AIRCREW MEMBERS: LOADMASTERS/FLT ENG
T72	DEGRADED ON-THE-JOB TRAINING PROGRESSION
Т73	TRAINING INCOMPLETEHAZARDOUS CARGO CERTIFIERS
T74	TRAINING INCOMPLETEMATERIAL HANDLING EQUIPMENT OPERATORS
T75	SHORTAGEFORWARD AIR CONTROLLERS ON AIRCREW DUTY
Т76	SHORTAGEFORWARD AIR CONTROLLERS ON TACTICAL AIR CONTROL PARTY DUTY
T77	SHORTAGEWEAPONS CONTROLLERS
Т78	SHORTAGEWEAPONS TECHNICIANS
T79	TRAINING DEGRADEDINADEQUATE SPECIAL USE AIRSPACE, WARNING AREAS
T80	TRAINING DEGRADEDINADEQUATE SPECIAL USE AIRSPACE, RESTRICTED AREAS
T81	TRAINING DEGRADEDINADEQUATE SPECIAL USE AIRSPACE, MILITARY TRAINING ROUTES
T82	TRAINING DEGRADEDINADEQUATE SPECIAL USE AIRSPACE, MILITARY OPERATING AREAS
Т83	TRAINING DEGRADEDINADEQUATE SPECIAL USE AIRSPACE, SUPERSONIC AIRSPACE
T84	LANGUAGE INDICATOR CODE IMBALANCES
T85	DLPT SCORES BELOW MINIMUM
Т86	DLPT RETEST DELAY (6 MONTHS OR MORE)
T87	COHORT TRAINING
TAC	UNIT BEING ACTIVATED
TCV	UNIT UNDERGOING MAJOR EQUIPMENT CONVERSION/TRANSITION
TNM	AREA NOT MEASURED BY PARENT SERVICE DIRECTION
TNP	UNIT PLACED IN CADRE STATUS BY PARENT SERVICE
TRD	UNIT BEING REACTIVATED (REORGANIZED)
TUM	UNIT NOT MANNED OR EQUIPPED; REQUIRED IN WARTIME STRUCTURE
TUP	COMMANDER'S JUDGMENT RAISED OVERALL C-LEVEL